

# ***Covina Village Specific Plan 1000 N. Azusa Avenue***



**City of Covina  
125 E. College Street  
Covina, CA 91723  
Adopted: January 16, 2024**

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# I. INTRODUCTION AND PURPOSE OF SPECIFIC PLAN

## A. Purpose and Intent of Specific Plan

The purpose of the Covina Village Specific Plan (Specific Plan) is to provide a land use mechanism to guide the redevelopment of the project site into a mixed-use development with new public uses, residential and commercial uses, and related public improvements within the Specific Plan area.

The Development Standards and Design Guidelines in this Specific Plan supersede those development standards contained in the City of Covina (“City”) General Plan and Zoning Code as specifically related to the Specific Plan area. If this Specific Plan is silent in regards to certain development standards and/or design guidelines, those standards and guidelines contained in the City General Plan and the Zoning Code shall apply.

The Specific Plan will guide future redevelopment by accomplishing the following:

1. Providing new residential, commercial, and retail opportunities;
2. Providing new open space and recreational amenities; access and circulation improvements; landscaping and lighting; and infrastructure improvements, including new private streets, curb, gutter, sidewalks, storm drainage, water, and sewer;
3. Encouraging the planned development of the properties within the plan area and permitting comprehensive site planning and building designs;
4. Providing a more flexible regulatory procedure by which the objectives of the City’s General Plan and Zoning Code can be realized;
5. Encouraging creative approaches to the use of land through variation in siting of buildings and the appropriate mixing of public use, residential and commercial land uses and activities;
6. Enhancing the appearance of the community through creative design of buildings, structures, open space and facilities;

7. Reducing, when appropriate, the amount of public and private improvements normally required by other similar public/private developments;
8. Eliminating and prevent the spread of blight;
9. Revitalizing, redeveloping, and upgrading the properties within the Specific Plan area;
10. Strengthening the City's economic base;
11. Realizing the Specific Plan area's full economic potential due to its geographic proximity;
12. Encouraging private reinvestment into neighboring properties; and
13. Elevating the City's image within the East San Gabriel Valley region.

#### **B. Content, Chapters, and Components of Specific Plan**

This Specific Plan is prepared in accordance with the authority granted to the City pursuant to California Government Code, Title 7, Division I, Chapter 3, Article 8, Sections 65450 through 65457. The Government Code authorizes cities to adopt Specific Plans either by resolution as policy or by ordinance as regulation. A Planning Commission hearing and City Council hearing are required. Specific Plans must be adopted by the City Council to be in effect.

This Specific Plan is a policy and a regulatory document that establishes policies, development standards, and design guidelines to regulate and guide future redesign and redevelopment of the Specific Plan area. It establishes the type, location, intensity, character, and infrastructure for redevelopment to take place. This Specific Plan allows the City to consider redevelopment plans for the entire Specific Plan area, rather than judge each development project and element separately, and also shapes future development by responding to the physical constraints of the site and coordinating future commercial development, parking design, and circulation and public facility improvements. Future development or site plans proposed for the plan area must be consistent with this Specific Plan.

This Specific Plan is comprised of the following chapters and addresses the following components:

**Chapter I. Introduction and Purpose of Specific Plan.** This chapter describes the purpose of the Specific Plan; content, chapters, and components of the Specific Plan; and the Specific Plan's relationship to the City's General Plan.

**Chapter II. Description of Specific Plan Area.** This chapter describes the Specific Plan area, including existing conditions; onsite structures, buildings, and uses; and the underlying General Plan and Zoning designations.

**Chapter III. Description of Specific Plan.** This chapter describes the proposed project, including development concepts and intended land uses; conceptual development plans; and required conceptual utilities and services.

**Chapter IV. Allowable Uses.** This chapter describes those uses permitted within the Specific Plan area.

**Chapter V. Development Standards.** This chapter provides development standards to regulate future redevelopment and design within the Specific Plan area.

**Chapter VI. Design Guidelines.** This chapter provides guidelines and direction on how future development should be designed, including architectural theme; building elevations and facades; 360-degree architecture; site planning and building orientation; quality of materials and colors; landscaping theme; wall and fences; signage theme; parking facility/lot layout; vehicular access and circulation; integration of pedestrian-level elements, etc.

**Chapter VII. Administration and Implementation.** This chapter explains how future development within the Specific Plan area will be reviewed and approved.

**Chapter VIII. Provisions for Existing Improvements and Additions.** This chapter addresses how existing improvements at the Specific Plan site will be managed.

**Chapter IX. Environmental Review.** This chapter summarizes the environmental documentation and process for approval of the Covina Village Specific Plan.

**Chapter X. Special Mixed-Use Development Requirements.** This chapter establishes the overall intent of the Specific Plan and ensures all future development within the Specific Plan area comply with the requirements in this Specific Plan.

**Chapter XI. Attachments.** All applicable plans of project designs and improvements are included in this chapter.

### **C. Relationship to the City's General Plan.**

This Specific Plan is viewed as a means of resolving key land use issues and implementing the objectives of the City's General Plan. The Specific Plan area possesses significant opportunity to address several General Plan issues and objectives, including encouraging new economic development opportunities, providing new services to the community, and adding new ownership housing and commercial/retail opportunities for the community. The Specific Plan will address the following land use issues and implement the following General Plan objectives:

**Land Use Issues.** The Specific Plan will address and respond to the following Land Use Issues as described in the General Plan:

**1.** Land Use Element; II.B.1.a (page A-3).

Accommodating growth and revitalization that is consistent with established land use patterns, revised General Plan and Zoning intensity and development standards and policies, and applicable provisions of any other City plans and that respect local and regional physical, infrastructure, service, and environmental constraints.

**2.** Land Use Element; II.B.1.b (page A-3).

Maintaining and/or accommodating the expansion of existing and accommodating new commercial....businesses as a high priority for reasons pertaining to employment, sales tax generation, and related economic development benefits and City image enhancements.

**3.** Land Use Element; II.B.5.b (page A-7).

Accommodating future growth with adequate general public facilities, such as water mains, parks and schools.

**General Plan Objectives and Policies.** The Specific Plan will facilitate implementation of the following objectives and policies included in the Land Use, Circulation, and Housing Elements as described in the General Plan:

**1.** Land Use Element; III.C.2. a.1. (page A-12).

Permit development at density ranges and quantities that reflect existing and desired scales of building construction and revitalization in the community, as well as physical and environmental constraints, that address the intent of regional housing obligations, that will allow for moderate future growth, and that will not inhibit the City's ability to meet street capacities and to provide other infrastructure, adequate community services, and utilities.

**2.** Land Use Element; III.C.2. a.8. (page A-13).

Encourage the construction of owner-occupied housing.

**3.** Land Use Element; III.C.3. a.8. (page A-15).

Accommodate new and expanded commercial....development in a manner that considers various Federal, State, and/or regional planning measures to reduce traffic congestion, air pollution, waste generation, polluted water runoff, and other problems.



Land Use Element; III.C.3. a.9. (page A-15).

Ensure that the overall amount, locations, and timing of development reflect community desires, and needs as well as physical and environmental constraints and will not inhibit the City's ability to meet street capacities and to provide other infrastructure, utilities, and adequate community services.

**4.** Land Use Element; III.D.1. a.6. (page A-17).

Require that parcels developed for commercial uses, when abutting residential properties, incorporate buffers that adequately protect the residential properties from noise, light, trash, visual and environmental disturbances, vehicular traffic, and other factors. Such buffers shall include, but not be limited to, building setback and architecture, landscaping, walls, and other physical and aesthetic features.

**5.** Land Use Element; III.D.1. a.7. (page A-17).

Provide for the continuation of existing and development of new or expanded public streets and facilities, storm drains and other infrastructure, parking amenities, and utilities to support the City's land uses and meet all needs.

**6.** Land Use Element; III.D.1. a.13. (page A-17).

Permit mixed uses (residential and commercial) in appropriate areas in the downtown and, if possible, elsewhere, in a manner consistent with special, applicable standards, to provide needed housing in an alternative setting and to complement district-wide physical and economic revitalization activities.

**7.** Land Use Element; III.F.1.a. (page A-24).

Develop and implement a land use plan that maintains and strengthens the fiscal health of the City by allocating a sufficient amount of residential, commercial, and industrial uses at suitable locations and by establishing sufficient, reasonable development intensity standards.

**8.** Land Use Element; III.F.1.c. (page A-24).

Attract a greater variety of commercial retail uses to provide for shopping, eating, service, administrative, and other needs of Covina and area residents, to enhance the community's image, and to bolster economic development efforts.

**9. Land Use Element; III.F.1.p. (page A-25).**

Recognize, monitor, and understand economic, social, and other forces that continue to shape Covina's development, such as increasing population, market demand factors, commuting patterns, rising land values, greater foreign investment, changing household formations, and shifting demographic structure.

**10. Circulation Element; IV.C.3. (page B-30).**

Maintain and, where administratively and financially possible, improve the physical condition, structural integrity, design capacity, utilization, appearance, and/or cleanliness of Covina's public rights-of-way and facilities, including, but not limited to, streets, alleys, sidewalks, medians, landscaping, parking areas, and miscellaneous infrastructure.

**11. Circulation Element; IV.C.6. (page B-30).**

Handle needed street and related infrastructure and transportation improvements on a realistic, viable, prioritized, systematic, consistent, and cost-effective basis and, if possible, from the standpoint of benefiting the greatest number of Covina residents and businesses.

**12. Circulation Element; IV.C.12. (page B-31).**

Ensure, where applicable, that private as well as public parking, drive-through, and drop-off/pick-up ingress/ egress locations off of public rights-of-way provide for sufficient access, circulation, maneuverability, visibility, and safety as well as separation from any residential or other sensitive adjacent uses and that all on-site parking facilities adequately serve their accompanying uses and are designed to facilitate safe, functionable, and viable circulation and maneuverability. B-31

**13. Circulation Element; IV.C.22. (page B-31).**

Ensure that the street network accommodates, to the greatest extent feasible, public transportation routes and stops.

**14. Circulation Element; IV.C.25. (page B-32).**

Make efficient use of existing Covina infrastructure and circulation resources and facilities.

**15.** Circulation Element; IV.C. 26. (page B-32).

Ensure that all new and modified public streets and appurtenant components thereof and other infrastructure are designed in accordance with all applicable City standards, except where community goals, objectives, and policies are best furthered, and are designed so as to minimize construction and maintenance costs.

**16.** Circulation Element; IV.G.5. (page B-34).

Balance the City's obligation to address certain traffic, circulation and general infrastructure-related deficiencies with Covina's need to accommodate residential and nonresidential growth or to continue with ongoing community-wide economic development, commercial revitalization, neighborhood preservation and affordable housing activities/programs.

**17.** Housing Element, 3.3, Objective No.1. (page B-38).

Promote the development of various types of dwelling units, at reasonable quantities, that are suitable for all economic segments.

**18.** Housing Element, 3.3, Objective No.2. (page B-38).

Evaluate and consider the site planning, distribution, urban design, and overall compatibility of new development, both internally and with the surrounding area.

**19.** Housing Element, 3.3.1, Objective No. 1, Policy 1.5. (page B-39).

Permit and facilitate maximum feasible residential infill development or development of vacant and underutilized parcels through existing Zoning provisions and new appropriate procedures as a means of providing a mix of housing for all economic segments and of meeting regional housing needs targets.

**20.** Housing Element, 3.3.3, Objective No. 3, Policy 3.2. (page B-39).

Maintain and, where possible, enhance Covina's attractive appearance, positive image, and small-town character.

**21.** Housing Element, 3.3.3, Objective No. 3, Policy 3.4. (page B-40).

Maintain development and site design standards, architectural and landscaping guidelines, and amenity requirements for all housing types to ensure attractive, functional, and high-quality building construction and additions.

## II. DESCRIPTION OF SPECIFIC PLAN AREA

### A. Location of Specific Plan Area

The approximately 8.0-acre Covina Village Specific Plan area is located within the western portion of the City of Covina, at 1000 North Azusa Avenue (APN# 8421-001-016 and 8421-001-061). The Specific Plan is located at the northeast corner of Azusa Avenue and Cypress Street. Regional access is provided via Interstate 10 (I-10) which is located approximately 2.5 miles to the south and Interstate 210 (I-210) which is located approximately 2.0 miles to the north. Local access is provided by Azusa Avenue and Cypress Street.

The Covina Village Specific Plan is comprised of two (2) Planning Areas (PA) (See Exhibit 5) and is proposed as an integrated Mixed-Use development that will accommodate a range of commercial and residential uses. The following summarizes each of these PAs.

#### **Planning Area 1 (Townhome Residential)**

Planning Area 1 (Townhome Residential) is an approximate 5.1-acre area located at 1000 N. Azusa Avenue (portions of APN 8421-001-016 and 8421-001-061). Vehicular ingress and egress are provided from driveways along Azusa Avenue and Cypress Street. As proposed, two residential product types will be provided, including 80 attached residential townhome units and 17 live/work attached residential townhome units, for a total of 97 townhome units. This residential community will be serviced with private drive aisles, parking, landscaping, and recreation areas that include a private community swimming pool and spa recreation facilities. All proposed residential units will be attached townhomes and market rate for-sale. The proposed live/work units will each be a single dwelling unit consisting of both a commercial/office and a residential component that is occupied by the same resident.

#### **Planning Area 2 (Commercial)**

Planning Area 2 (Commercial) is an approximate 2.8-acre area that is located immediately west of PA 1 within the Specific Plan area. PA 2 is also located at 1000 N. Azusa Avenue (portions of APN 8421-001-016 and 8421-001-061). Vehicular ingress and egress are provided from driveways along Azusa Avenue and Cypress Street. As proposed, PA 2 will include three commercial pads to accommodate future commercial uses with drive-through capabilities. The sizes of these pad areas are 58,430 SF (1.3 acres), 29,584 SF (0.7 acre), and 34,242 SF (0.8 acre). Anticipated uses to be served by these pad areas include a self-service drive-through mechanical car wash and self-serve vacuum area, a walk-up coffee shop with drive-through, and a restaurant with drive-through. Parking and landscaping will be provided for each of these commercial uses.

### B. Existing Structures, Buildings and Uses Within and Surrounding Specific Plan Area

### **Existing Onsite Structures, Buildings, and Uses**

The Specific Plan area is currently developed with a vacant and abandoned grocery store and parking lot. The area is covered with impervious surfaces and includes ornamental landscaping and plantings along the Azusa Avenue frontage and parking lot. Lighting is also provided within the parking lot. Access is provided by two existing driveways along Azusa Avenue and one existing driveway along Cypress Street. Numerous easements for utilities, and vehicular and pedestrian access are also located within the Specific Plan area.

### **Surrounding Structures, Buildings, and Uses**

The Specific Plan area is surrounded by existing residential and commercial uses. To the north are multi-family residential townhomes and commercial businesses that are separated by La Breda Avenue. To the east are single-family residences that are located in Los Angeles County. To the south, are restaurants and a Los Angeles County Fire Department facility that are separated by a drive aisle (which will be incorporated into the Covina Village Specific Plan). Direct access to these southern restaurants can be provided from the Specific Plan area. Single-family residences are located across of Cypress Street. To the West, across of Azusa Avenue are commercial businesses and a restaurant. Azusa Avenue is a four-lane arterial roadway with a 100-foot right-of-way and landscaped median. Cypress Street is a four-lane roadway with an 80-foot right-of-way, with left-turn lane. Existing parkways, sidewalks, with some portions containing trees and other landscaping are provided along Azusa Avenue and Cypress Street.

## **C. Existing General Plan Designation and Zoning Classification**

### **Existing General Plan Designation**

The Specific Plan area is presently designated General Commercial (CG) by the City's General Plan. The General Commercial General Plan designation is intended to allow for various types of contemporary commercial, retail and service businesses; and administrative, professional, and governmental offices that serve a diverse population and that comply with applicable uses, operations, and other provisions of the Covina Zoning Ordinance. Also permitted are institutional uses, such as churches, group homes, nursing homes, and hospitals; utility and transportation facilities; automotive sales; automotive repair shops; gas stations; self-storage outlets; animal hospitals; and parking lots. General Commercial uses are generally along the major streets or at primary street intersections. The maximum development net intensity/gross floor area ratio is 1.5 (maximum ratio of total building square footage to net acreage of site). The General Plan, however, allows projects to exceed this FAR if the particular project provides exceptionally high economic development, street vitality, functional viability, architectural integrity, and/or image enhancements which further the overall Covina growth and revitalization goals and objectives.

### **Existing Zoning Classification**

The Specific Plan area is presently zoned C-4 Commercial Zone (Highway) by the City's Zoning Ordinance. The C-4 Commercial Zone is intended to provide for commercial and

highway-related uses, buildings, and structures that are not obnoxious or detrimental to the public health, safety and welfare.

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### III. SPECIFIC PLAN DESCRIPTION

#### A. Overall Development Concept

The project involves implementation and development of the Covina Village Specific Plan, which would establish a land use, development, and implementation framework to allow for the redevelopment of an approximately 8.0-acre site within the western portion of the City of Covina into a mixed-use residential and commercial community. The Specific Plan site is currently developed with an abandoned grocery store and parking lot. For purposes of this Specific Plan, the following land use designations for the commercial and residential components will be as follows:

- **Planning Area No. 1 (Townhome Residential)** will allow for: (a) attached townhomes at market rate for-sale; and (b) live/work attached townhome units with each being a single dwelling unit consisting of both a commercial/office and a residential component that is occupied by the same resident.
- **Planning Area No. 2 (Commercial)** will allow for three commercial pads to accommodate future commercial uses with drive-through capabilities. Anticipated uses to be served by these pad areas include a self-service drive-through mechanical car wash and self-serve vacuum area, a walk-up coffee shop with drive-through, and a restaurant with drive-through.

The intent of this Specific Plan is to provide for the orderly redevelopment of the currently unused Specific Plan area in a manner that addresses the community's needs for residential and commercial development. This Specific Plan provides development and design standards and guidelines, which will ensure that future residential and commercial uses within the Specific Plan area are creatively and sensitively site planned in a cohesive and integrated manner and developed with high quality architectural treatments and features, site amenities and infrastructure. Accordingly, the Specific Plan area will be established as a landmark regional destination and location within the City and will improve the overall economic vitality within the Specific Plan area, surrounding areas, and the entire City.

This Specific Plan supersedes the development and design standards and guidelines and requirements contained in the City General Plan and Zoning Code and now provides the zoning standards, requirements, and design guidelines for the Specific Plan area. If there are any development and design standards, guidelines, and/or requirements that are silent in this Specific Plan, then relevant development and design standards, guidelines, and/or requirements from the City's General Plan and the Covina Zoning Code shall apply to future development within the Specific Plan area.

## **B. Proposed Development Plan**

The Specific Plan area divides the approximately 8.0-acre Specific Plan area into two (2) Planning Areas. The following describes each of these two Planning Areas and the features, amenities, and improvements that are being provided for each Planning Area:

### **1. Planning Area 1 (Townhome Residential)**

Planning Area 1 (Townhome Residential) is an approximate 5.1-acre area that will allow for: (a) attached townhomes at market rate for-sale; and (b) live/work attached townhome units with each being a single dwelling unit consisting of both a commercial/office and a residential component that is occupied by the same resident. Vehicular ingress and egress are provided from driveways along Azusa Avenue and Cypress Street. Azusa Avenue has a 100-foot ROW with a 16-foot landscaped median, two 34-foot travel ways with four travel lanes (two in either direction), and 8-foot sidewalks on both sides. Cypress Street has an 80-foot ROW, two 32-foot travel ways with four travel lanes (two in either direction), and 8-foot sidewalks on both sides. La Breda Avenue, which has a 30-foot width, stubs along the northern perimeter of Planning Area 1 and provides access to neighboring residential and commercial uses, but not to Planning Area 1.

Two residential product types will be offered, including 80 attached residential townhome units and 17 live/work attached residential townhome units, for a total of 97 townhome units. These 97 townhome units will be located within 20 separate row-style buildings. The proposed 80 townhome residential units will each be a single dwelling unit. Each of the proposed 17 live/work townhome units will also be a single dwelling unit, in addition to allowing both a commercial/office and a residential component that is occupied by the same resident. Planning Area 1 will be serviced with private drive aisles and fire lanes, parking, landscaping, and recreation areas that include a private community swimming pool and spa recreation facilities, and pedestrian walkway paseos. All proposed residential units will be attached townhomes and market rate for-sale homes.

#### **a. Residential Townhomes**

The following presents the design features and improvements for the 80 attached residential townhomes within Planning Area 1.

- **Building Types and Lot Coverage for Residential Townhomes:**  
The total 97 townhome units within Planning Area 1 will comprise approximately 71,781 SF of ground floor and garage areas over the 222,530 SF Planning Area 1 area, which represents a lot coverage of 32 percent. Of this total, the 80



Residential Townhome units will be located within 17 separate buildings that are characterized by three building types (A, B, and C). The number of each building type and lot coverages are presented in the following table. As shown, the total lot coverage for the 80 Townhome Residential units will be 57,367 SF.

**Building Types and Lot Coverages**

<b>Building Type</b>	<b>Number of Buildings</b>	<b>Footprint Each Building</b>	<b>Total</b>
A	5	2,835 SF	14,175 SF
B	8	3,554 SF	28,432 SF
C	4	3,690 SF	<u>14,760 SF</u>
	17 Buildings		57,367 SF

- **Unit Breakdown for Residential Townhomes:** The 80 for-sale townhomes will all be three-story attached units. The total plan count mix is summarized as follows:

**Residential Townhome Unit Breakdown**

<b>Plan Type</b>	<b>Living Area</b>	<b>Balcony*</b>	<b>Garage Bath</b>	<b>Bedrooms/ # of Units</b>
1	1,337 SF	62 SF	449 SF	2 BD/2.5 BA** 13
2	1,531 SF	76 SF	447 SF	2 BD/2.5 BA** 21
3	1,654 SF	65 SF	446 SF	3 BD/2.5 BA** 25
4	1,800 SF	61 SF	445 SF	4 BD/2.5 BA 21

\* Fifteen (15) townhome units will not have ground floor patios, as noted in Exhibit 7, Open Space Plan.

\*\* Includes another den

- **Site Plan and Internal Circulation Design for Residential Townhomes:** The Site Plan shows that the 80 for-sale townhome units will be housed within 17 separate three-story buildings. The buildings will be row-styled and generally located along the southern and eastern portions of the overall Specific Plan area. Four of the buildings will be located at the southern property line along Cypress Street. The other 13 buildings will be located within the eastern area.

A centralized recreation area that includes a pool and spa, pool furniture, outdoor BBQ island, shade structure, and lawn area

for gathering will be provided for the residents near Buildings 16 through 20. Another small pocket park with play area, game tables, benches, and small gathering area will also be provided between Buildings 1 and 2. The pool building with bathrooms, measuring 28'9" by 16'10" in area and about 13' in height, will be constructed near the pool and recreational area and will have a lot coverage footprint of 467 SF. The pool building will be designed with similar architecture as the residential townhomes and will include the following design features: composite shingle roofing, wood facias. sand finish stucco exterior walls, vinyl windows with stucco trim, and decorative out lookers and light fixtures.

The 17 townhome buildings will have private garages and set on common landscape paseos with private entries. The garages will be accessed off of 26-foot private drive aisles. Pedestrian walkways and paseos with specimen trees and seating will be provided between the townhome buildings which will allow for connection and integration of the townhomes in a community setting.

Access into Planning Area 1 will be provided by three driveways. A 28-foot private driveway off of Cypress Street will access from the south. Three 26-foot private driveways will be provided off of Azusa Avenue. The center driveway will not provide direct access to the townhomes proposed within Planning Area 1. Instead, the center driveway will provide direct access to the commercial uses proposed in Planning Area 2. This central driveway will allow right in/right out only off of Azusa Avenue. These driveways will connect internally with 28-foot drive aisles and fire lanes that run along the perimeter of the 17 townhome buildings. Internal access and circulation will be shared between the proposed townhomes in Planning Area 1 and the commercial uses in Planning Area 2.

Guest parking will be provided along the perimeter of the 16 buildings. To ensure there is sufficient separation between guest parking and offsite neighboring residences to the north and east, wider 28-foot drive aisles will be provided. In addition, 8- to 10-foot wide planters for trees and other plantings will be provided to further screen the project from neighboring offsite residences. Open parking spaces will be avoided below perimeter walls so perimeter planter areas can be provided.

- **Architecture for Residential Townhomes:** The architectural style for the Residential Townhomes will be Traditional Contemporary, which is a mixture of modern and traditional styles. Traditional or classic architecture relies on balance and symmetry, such as natural forms with straightforward proportions and structure. Traditional homes have compartmentalized living spaces, more details such as textured materials, but with familiar aesthetics. Modern architecture is characterized by sleek lines, angular dimensions, open concepts, and a minimalist aesthetic. These homes feature less divided spaces and more airy and multi-use spaces. In blending these concepts, transition contemporary architecture will be designed with traditional exterior materials such as brick, shutters, and gabled rooflines with an open-concept interiors. This trend is all about adapting historic, familiar design to modern lifestyle needs and tastes.

Design of the Residential Townhomes will be consistent with the aforementioned characteristics. The architecture will include stucco exteriors, incorporated elements of brick veneers and horizontal architectural siding, with contemporary shed, flat and low pitch roofs. The architectural designs will also include elements such as decorative out lookers, decorative metal elements, corbels, decorative metal and wood projecting awnings and other appropriate architectural element styling. The design will integrate multiple unit plans arranged in a manner to include articulation of wall planes and forms to provide breaks in each building mass. Each unit will be painted a different color from a palette of blue and gray hues. This provides an interesting and varied visual of the townhome elevations. Design will also comply with all current efficiency standards and requirements and will offer modern efficiencies that limit energy, resource, and water uses. Privacy was also a design consideration. Given that existing residences are located immediately to the north and east, large windows facing rear yards or spaces will be limited, if project windows are not a required emergency egress window.

The Residential Townhomes will be comprised of four plan types, Plan 1 through Plan 4, that are grouped in three different building types (A, B and C). The following describes specific design and architectural elements that will be provided with the Residential Townhomes:

- The Residential Townhomes will have an overall height of 38'-1 ½".
- Composite shingle roofing.
- 2x6 wood facias.
- Sand finish stucco exterior walls
- Horizontal lap siding exterior walls
- Brick veneer on exterior walls
- Vertical metal railings.
- Vinyl windows with stucco trim.
- Stucco reglets.
- Decorative out lookers, light fixtures, metal awnings, wood awnings, wood pot shelves, and metal grills.

#### **b. Live/Work Townhomes**

The 17 proposed residential live/work townhomes will each consist of a single dwelling unit with both a commercial/office and a residential component that is occupied by the same resident. The live/work unit will be the primary dwelling of the occupant and the work function will be secondary. These live/work townhomes are intended to act as the transition between the residential townhomes in Planning Area 1 with the commercial uses proposed in Planning Area 2. No portion of the work area within each townhome unit will be rented out for income or sold separately. Business uses that will be permitted within the live/work townhome units will be "low-impact businesses" such as accounting and tax services, insurance, financial services, consultants, legal services, fashion design, architectural or interior design, real estate or travel agents, tutoring, artisans, on-line sales, engineering designer, computer services, graphic design, photographers, artists and multimedia, entrepreneurship, freelancing, start-ups, and incubations.

The following presents the design features and improvements for the 17 attached residential live/work townhomes within Planning Area 1.

- **Building Types and Lot Coverage for Live/Work Townhomes:** The 17 live/work townhome units will be located within three separate buildings that are characterized by two building types (D and E). The number of each building type and lot coverages are presented in the following table. As shown, the total lot coverage for the 17 Live/Work Townhome units will be 13,947 SF.

**Building Types and Lot Coverages**

Building Type	Number of Buildings	Footprint	
		Each Building	Total
D	1	4,105 SF	4,105 SF
E	<u>2</u>	4,921 SF	<u>9,842 SF</u>
	3 Buildings		13,947 SF

- **Unit Breakdown for Live/Work Townhomes:** The 17 for-sale live/work townhomes will all be three-story attached units and comprised of two plan types (Plan 5 and Plan 6). The total plan count mix is summarized as follows:

**Live/Work Unit Breakdown**

Plan Type	Living Area	Balcony	Garage	Bath	Bedrooms/ # of Units
5	1,976 SF*	65 SF		447 SF	3 BD/2.5 BA 8
6	1,982 SF*	90 SF		447 SF	3 BD/2.5 BA 9

*\*Includes 360 SF 1<sup>st</sup> floor workspace*

- **Site Plan and Internal Circulation Design for Live/Work Townhomes:** The Site Plan shows that the 17 live/work townhome units will be housed within three separate row-styled three-story buildings. The buildings will be located within the central portion of the overall Specific Plan area, and specifically along the western perimeter of Planning Area 1.

Similar with the Residential Townhomes units, the 17 Live/Work townhome units will have private garages and set on common landscape paseos with private entries. The garages will be accessed off of a 28-foot private driveway and fire lane. Access will be provided by the aforementioned three driveways off of Cypress Street and Azusa Avenue.

41 guest parking spaces will be shared by the Live/Work Townhome units and the commercial uses in Planning Area 2. The shared parking spaces will run along the eastern side of future Covina Village Lane, in Planning Area 2, which aligns along the front of the live/work units. Guests of the live/work townhomes will be able to park their cars and arrive at the live/work townhomes via driveways to the north and south.

- **Architecture for Live/Work Townhomes:** The architectural style for the Live/Work Townhomes will be Contemporary, which is a style that reflects the trends of the time a home is built. Typically, common contemporary architecture characteristics are more curved and clean lines, with rounded spaces and slanted walls.

Design of the Live/Work Townhomes will be consistent with the aforementioned characteristics. The architecture will include stucco exteriors, incorporated elements of brick veneers and horizontal architectural siding, with contemporary shed, flat and low pitch roofs. The architectural designs will also include elements such as slanted roof lines, decorative out lookers, decorative metal elements, corbels, decorative metal and wood projecting awnings and other appropriate architectural element styling. The design will integrate multiple unit plans arranged in a manner to include articulation of wall planes and forms to provide breaks in each building mass. Each unit will be painted a different color from a palette of blue and gray hues. This provides an interesting and varied visual of the townhome elevations. Design will also comply with all current efficiency standards and requirements and will offer modern efficiencies that limit energy, resource, and water uses. Privacy was also a design consideration.

The Live/Work Townhomes will be comprised of two plan types, Plan 5 and 6, that are grouped in two different building types (D and E). The following describes specific design and architectural elements that will be provided with the Residential Townhomes:

- The Live/Work Townhomes will have an overall height of 35'-8 1/2".
- Composite shingle roofing.
- 2x6 wood facias.
- Sand finish stucco exterior walls
- Horizontal lap siding exterior walls
- Brick veneer on exterior walls
- Vertical metal railings.
- Vinyl windows with stucco trim.
- Stucco reglets.
- Decorative out lookers, light fixtures, metal awnings, wood awnings, wood pot shelves, and metal grills.

**c. Common Features and Improvements for Both Residential Townhomes and Live/Work Townhomes in Planning Area 1**

The following describes common design features and improvements that apply to both the Residential Townhomes and the Live/Work Townhomes in Planning Area 1:

- **Setbacks and Building Separation for Both Types of Townhome Residential Units Within Planning Area 1:** Design of the Residential Townhomes and Live/Work Townhomes in Planning Area 1 considered their integration and compatibility with those existing offsite neighboring residences to the east and north. As designed, the townhomes will be setback from the northern property line by at least 37 feet; while townhomes along the eastern perimeter will be setback between 50 to 63 feet from property line. To further buffer the proposed townhomes from neighboring residences, wide edge planters with vertical evergreen trees and landscaping will be provided. The townhomes that front along Cypress Street will be setback about 20 feet from property line.

Internally, the townhomes will be separated from each other at variable distances, but all exceed the CMC RD-3000 (Multiple Family Zone) Property Development Standards. As required, the minimum front to front separations between townhomes will be 20 feet, which is more than the RD-3000 standard of 15 feet minimum. Additionally, any townhomes that will be arranged in a front to side layout will exceed the 10-foot distance standard. All residential garages are separated by a minimum of 30 feet.

- **Parking for Both Types of Townhome Residential Units Within Planning Area 1:** Each townhome unit will have a private attached two-car garage. Additionally, both standard and accessible off-street parking stalls will be distributed within the Planning Area 1 residential community as open and guest parking spaces. The following are the parking spaces to be provided within Planning Area 1 with both the Residential Townhomes and the Live/Work Townhomes:

Residential Townhome Covered Garage Parking:	160 parking spaces
Live/Work Townhome Covered Garage Parking:	34 parking spaces
Guest Open Parking:	49 parking spaces
Shared Live/Work Parking	41 shared parking spaces*
<b>Total Parking Provided:</b>	<b>284 parking spaces (2.93 spaces/unit)</b>

*\* 41 shared Live/Work parking spaces are located along the west frontage of the live/work units in Planning Area 2 (Commercial).*

To ensure sufficient parking is provided to the entire Covina Village Specific Plan area; which includes both townhomes uses in Planning Area 1 and commercial uses in Planning Area 2, a Shared Parking Agreement will be executed between the property owners of both Planning Areas 1 and 2, prior to issuance of any Certificate of Occupancy. The Shared Parking Agreement will allow residents and guests of the townhome uses and patrons of the commercial uses to park within the identified 41 shared parking stalls along the west frontage of the live/work units. In addition, the Shared Parking Agreement will include a clause that prohibits the assignment of specified parking spaces for each of the Live/Work Townhome units.

- Landscaping and Recreation for Both Types of Townhome Residential Units Within Planning Area 1:** One of the primary contributors to unifying the aesthetic and visual quality of the Specific Plan area is a landscaping palette and plan that applies to the entire Specific Plan area. No single feature of site design and development is as cost-effective as landscaping in creating a positive image and sustaining that image even as the building and redevelopment of Specific Plan area proceeds over time. Consistent and cohesive landscaping creates a visual framework within which development can evolve and mature.

The landscaping concept for this Specific Plan is to focus particularly on integrating the landscaping between residential and commercial uses, with main access drives, perimeter frontages, parking lot planters, shared gathering and recreation areas, and private open spaces. The landscape palette shall consist of drought-tolerant plant materials, including southern



California appropriate tree species. Where possible, landscaping shall be combined with site lighting to create visually inspiring public spaces. New plant species shall be drought-tolerant, non-invasive, and compliant with the City of Covina's landscaping requirements. Likewise, the new irrigation installed onsite shall meet the City's requirements for water efficiency (Covina Municipal Code Section 17.82.060; Landscape water use standards).

The Landscape and Planting Plans shall provide new ornamental landscaping throughout the Specific plan area that will include a variety of trees, shrubs, and ground covers. Within Planning Area 1 (Townhome Residential), all areas that are not improved with buildings, pavement, or parking spaces will be landscaped. All areas of common and private open space will be landscaped and improved for either active or passive use areas. In addition, all perimeter setback areas of the townhome units will be improved with landscape and will be builder installed and HOA maintained. Landscaping improvements and screening along the east and north boundaries of Planning Area 1 to protect the privacy of offsite neighboring residences. In these more sensitive perimeter areas, third floor windows on townhomes will be minimized to limit views. In summary, proposed landscaping and related improvements, within Planning Area 1, shall be concentrated within common open space areas located along pedestrian walkways and parking areas, and include the following landscape elements and features:

- Recreational area with swimming pool and spa, pool furniture, outdoor BBQ island, shade structure, lawn areas for larger community gatherings.
- Small pocket, play area with game tables and bench for small gathering.
- Paseos with specimen trees and seating for small gathering areas.
- Enhanced paving at main project entry at Cypress Street.
- Enhanced paving at secondary project entries along Azusa Avenue.

- Paperbark Melaleuca and Southern Magnolia trees will be installed at the entry at Cypress Street.
- 12-foot Italian cypress trees will line the northern and eastern perimeter to screen the townhome residences from neighboring residences.
- 10-foot palms will be installed around the recreational area.
- 4-foot wide community natural colored concrete sidewalk, with light top-cast finish and saw-cut joints.
- All groundcover will be installed with “LOW” Water Use Classification of Landscape Species (WUCOLS) consisting of Kangaroo Paw, Agave, Aloe, Trailing Ice Plant, Red/Yellow Yucca, Rosemary, Westringia etc. as illustrated on Conceptual Landscape Plan, dated November 17, 2022. Shrubs will range between 1-gallon and 15-gallon in size throughout common areas.
- Perimeter landscaping will serve as buffers and screening along the east and north edges to protect privacy of neighboring offsite residences. Landscaping along these particular areas will have an 8- to 10-foot wide planter base that will be improved with vertical evergreen tree species to form a softscape screening barrier for privacy.

Proposed trees will be comprised of a mix of Southern Magnolia, Melaleuca quinquenervia (Paperbark) and Italian Cypress trees and will range between 24- and 36-inch box sizes. All will be a minimum 12 feet tall when planted.

- Natural colored concrete driveways, with light broom finish and tooled joints.
- Proposed entry project monument.
- Common area landscaping.
- Community dog bag station for pet owners, near Building 4.
- Transformers to be screened with landscaping.

- Short-term bicycle parking, near Building 20 and the swimming pool and spa area.
- Open parking spaces immediately below perimeter walls will be avoided so perimeter planter areas can be provided.

**Open Space for Both Types of Townhome Residential Units Within Planning Area 1:** A total of 49,068 SF of common and private open space or 506 SF for each townhome unit will be provided for the Residential Townhome and Live/Work Townhomes units in Planning Area 1. Of these totals, 38,877 SF or 401 SF per unit will be for common open space; 10,191 SF or 105 SF per unit will be for private open space. Each residential and live/work townhome unit will include a private second level balcony of 60 SF or larger. There are fifteen (15) townhome units that will not have ground floor patios however, additional open space areas and amenities was added. Live/work townhomes will have private balconies but, will not have private ground floor patio areas due to ADA path of travel requirements for work space in each unit. Live/work residents will have access to residential common open space areas and amenities, as noted in Exhibit 7, Open Space Plan. There are no roof decks or 3<sup>rd</sup> level balconies proposed. The following calculates the private open space for each unit type:

**Private Open Space for Townhome Residential Units**

Plan Type	# of Units	Balcony	Private Open Space
1*	13	62 SF	806 SF
2*	21	76 SF	1,596 SF
3*	25	65 SF	1,625 SF
4*	21	61 SF	1,281 SF
5**	8	65 SF	520 SF
6**	9	90 SF	<u>810 SF</u>
			10,191 SF***

\* Residential Townhome Units

\*\* Live/Work Townhome Units

\*\*\*Includes 3,553 SF of ground floor patios.

Common open space includes passive and active recreation opportunities. The major common open space amenity is the proposed multi-use recreation area with a swimming pool and spa located near the center of Planning Area 1, which includes a building for required health department restrooms and

enclosed mechanical pool equipment. Other minor community amenities include a proposed outdoor BBQ with small counter with adjacent shade structure with picnic tables. There will be two other areas adjacent to the pool enclosure area that will provide open turf play areas with surrounding benches. Passive landscape paseos within Planning Area 1 and along the front of townhomes are also considered common open space and will be landscaped appropriately for enhanced pedestrian movements throughout the residential Planning Area 1 area and commercial Planning Area 1 area. Within the paseo areas along the central pedestrian spine of Planning Area 1, focal tree planters with community activity nodes with gameboard tables/seating, seat walls, sitting and outdoor fire pit area with seating will also be provided. These gathering areas are also considered common open space. The Conceptual Open Space Plan calculates common open space by six areas. Areas 1 and 2 are landscaped areas that line both sides of the Cypress Street entry driveway. Area 3 is the common recreational area with pool and spa, and north-south pedestrian walkway. Areas 4 and 6 are other north-south pedestrian walkways that provide access to the other townhome units. Area 5 is the landscape buffer that separates the townhome community in Planning Area 1 with the commercial uses in Planning Area 2. The following provides the common landscaping for each of these areas.

**Common Open Space Within Planning Area 1**

Area	Common Open Space
1	3,129 SF
2	3,823 SF
3	15,094 SF
4	5,579 SF
5	6,902 SF
6	<u>4,355 SF</u>
	38,877 SF

- **Walls and Fences for Both Types of Townhome Residential Units Within Planning Area 1:** The following wall and fence improvements will be provided within Planning Area 1 to accommodate the Residential Townhome community:

- The existing six-foot perimeter boundary walls to the north, east, and south will remain which separates the townhomes

in Planning Area 1 with existing neighboring residences and the County Fire Department property.

- Another existing six-foot precision CMU block wall located along the eastern side of the Cypress Street driveway will also remain. This existing wall will face the front of Buildings 1 and 2, and separate these townhomes from the County Fire Department property. The side of the wall facing the townhomes will be improved with a new stucco finish.
- On the west side of this Cypress Street driveway, a six-foot high precision tan color CMU block wall with two-inch high cap will be provided along the front of Buildings 3 and 4. The interior of this wall that faces the townhomes will be stucco finished.
- A new six-foot high split face natural gray CMU split face block (not painted) wall with two-inch cap, and a black 5 ½-foot high tube steel fence will be provided around the pool and spa area. A black 5½-foot high metal ADA pedestrian gate will also be installed.
- 6½-foot high and 1½-foot wide natural gray CMU split-face block (not painted) pilasters with 18-inch CMU caps will be incorporated into all new block walls.
- A 6-foot high, 2-foot wide secondary entry stucco pilaster to match the primary entry wall will be installed near the Cypress Street entry.
- 5 ½-foot tube steel fencing will be provided in Planning Area 1.
- **Lighting for Both Types of Townhome Residential Units Within Planning Area 1:** The entire Specific Plan area will be illuminated with lighting from multiple sources. New exterior lighting onsite would be provided for security and to accent the landscaping, signage, lighted walkways, and parking areas. Any new lighting will shine internally onto the proposed residential and commercial uses, shield offsite areas, and would be compliant with the City's lighting regulations (Covina Municipal Code, Section 17.28.430 related to lighting in Multiple Family Zones and Chapter 17.74 related to Signs in Commercial Zones).

The following lighting improvements will be provided throughout Planning Area 1 to accommodate the Residential Townhome community:

- FX Luminaire DE down lights will illuminate the pool and spa area.
  - FX Luminaire NP large directional up lights will illuminate landscaping.
  - FX Luminaire LC are large scale up lights used for wide scale elements and will illuminate perimeter landscaping.
  - Area pole lights with LED will provide direct down lighting within parking lots and pedestrian walkways.
  - Evergreen lighting painted black with LED will be installed at the rears of the townhomes. These lights provide illumination of the drive aisles and fire lanes.
- **Signage for Both Types of Townhome Residential Units Within Planning Area 1:** It is essential for the residential and commercial uses within the Specific Plan area be clearly identified for the public. At the same time, it is equally important to install signage that contributes to the positive image of the Specific Plan area and the City. The signage goals and requirements for the townhome community in Planning Area 1 to provide identification signage, along with on-site directional and informational signage.

For Planning Area 1, a 3½-foot high, 1½-foot wide primary stucco pilaster and 3-foot high wall with 2-inch concrete cap, with 12-inch non-illuminated “Covina Village” lettering affixed to the wall face will be located near the entries for the residential townhome units. Other signs for the townhome community being considered include small non-illuminated walls signs at each townhome unit entry and directional signs throughout the common and recreational areas.

A Sign Program for Planning Area 1 will be prepared and approved by the City prior to any building permit issuance. The Sign Program for the Townhome Residential community will integrate residential signs into the overall architectural design of the community, thereby creating an architectural statement

of high quality. The Sign Program will provide a flexible means of applying and modifying the sign regulations to ensure high quality in the design and display of multiple permanent signs for the townhome community and to encourage creativity and excellence in the design of signs. At a minimum, the Sign Program will address the following:

- Sign Types
  - Sign locations
  - Sizes and dimensions (maximum sign area, minimum and maximum letter height)
  - Colors
  - Materials
  - Illumination
  - Lettering style (type, lower and/or upper case)
- **Other Improvements for Both Types of Townhome Residential Units Within Planning Area 1:**
    - **Water Improvements:** Water service will be provided by Azusa Light and Water in accordance with civil /utility plans.
    - **Sewer Improvements:** Sewer service will be provided by the City of Covina Public Works Department in accordance with civil/utility plans.
    - **Drainage Improvements:** Drainage service will be provided by the City of Covina Public Works Department, in accordance with civil/utility plans.
    - **Fire Protection Improvements:** Fire protection and emergency services shall be provided by the Los Angeles County Fire Department (LACFD).

All Planning Area 1 fire lanes will be 28 feet in width with no curb adjacent parking proposed. Garage access stub alleyways will be less than 150 feet in length. Fire hydrants will be dispersed throughout the internal driveways and fire lanes. All townhomes will be protected by NFPA 13D fire sprinkler protection systems, since all townhomes in Planning Area 1 will be constructed as 3-story, R3 TYPE VB row-style townhomes with U2 Occupancy attached garages.

- **Police Protection:** The Covina Police Department (CPD) provides police protection services to the City, including the Village Specific Plan area.
- **Electrical Improvements:** Southern California Edison will continue to provide electrical services to the townhomes in Planning Area 1. Existing electrical transformers and lines will continue in place.
- **Gas Improvements:** The Gas Company will continue to provide gas service to the townhomes in Planning Area 1.
- **Cable Improvements:** Time Warner will continue to provide cable services to the townhomes in Planning Area 1.
- **Trash Hauling Improvements:** Trash hauling trucks will enter Planning Area 1 via Cypress Street, then travel a circular route along the internal road. Each Residential Townhome and Live/Work Townhome will have regular and recycle trash bins that will be stored in their respective garages with alcove or niche areas. Standard Green Waste full size containers are not required, as all open space is common and maintained by a HOA hired professional landscape service. On trash pick-up days, these trash bins will be wheeled out to centralized locations along the internal road.
- **Mailboxes:** Seven community cluster mailboxes, per USPS review and approval will be located near Building 4, off of the Cypress Street entry drive.

## **2. Planning Area 2 (Commercial)**

Planning Area 2 (Commercial) is an approximate 2.8-acre area that is located immediately west of Planning Area 1 within the overall Village Specific Plan area. Planning Area 2 is also located at 1000 N. Azusa Avenue (portions of APN 8421-001-016 and 8421-001-061). Vehicular ingress and egress are provided from driveways along Azusa Avenue and Cypress Street. Planning Area 2 will be developed with three commercial parcels that will each include drive-through facilities.

### **a. Description of Proposed Uses, Site Plan, Circulation, and Parking for Parcels 1, 2, and 3 in Planning Area 2**



- **Parcel 1: Mechanical Car Wash and Self-Serve Vacuum Area with Drive-Through**

**Proposed Uses:** Parcel 1 is a 58,430 SF (1.3 acres) site that is proposed as a self-service drive-through mechanical car wash and self-serve vacuum area, consisting of a 3,596 SF enclosed car wash tunnel, and 16 covered vacuum stalls. To maximize water conservation, three 1,500-gallon clarifier reclaim tanks will be provided. 100 percent of the water used in the wash will flow into these reclaim tanks. Of this flow, about 18 to 23 gallons per car will be discharged out of the last tank into the sewer system. As a comparison, typically, when cars are washed in driveways at home, it uses anywhere from 80 to 150 gallons, and that water goes directly into the storm water system, then into streams, rivers, and ultimately into the ocean. With the reclaim tank system, this water will not flow into the ocean.

**Site Plan and Circulation:** Vehicles will enter the car wash off of Azusa Avenue via a 26-foot driveway to a waiting area comprised of three lanes that can stack up to 21 vehicles. Two of the lanes will be 14 feet wide, while the center lane will be 16 feet-3 inches. From there, the vehicles can enter the 3,596 SF mechanical car wash, then either exit the via the same driveway to Azusa Avenue or enter the self-vacuum area, which will have 16 14 feet x 19 feet vacuum stalls. The drive aisle between the row of stalls will be 28 feet. After vacuuming their vehicles, motorists can then exit via the same driveway to Azusa Avenue.

**Parking:** Parking for Parcel 1 will total 20 parking spaces. Of this total, two 9 feet x 19 feet ADA parking spaces will be provided. Two 9 feet x 19 feet parking spaces will be located at the front of the car wash. Additional parking will be provided within a shared parking lot which also provides connection to the three Azusa Avenue driveways. These shared parking spaces are included along Covina Village Lane and provide 19 parking spaces for Parcel 1, nine parking spaces for Parcel 2, and eight parking spaces for Parcel 3. These parking spaces line the western side of Covina Village Lane. The other side of this lane are another 41 parking spaces that will serve the Live/Work Townhomes proposed for Planning Area 1. Short-term bike parking with bike racks to accommodate bike storage/parking is provided on Parcel 1 (Exhibit 8).

- **Parcel 2: Coffee Shop with Drive-Through**

**Proposed Uses:** Parcel 2 is a 29,584 SF (0.7 acre) site that is proposed as a 950 SF walk-up coffee shop with drive-through.

**Site Plan, Circulation, and Parking:** Vehicles will enter the coffee shop via a 26-foot driveway off of Azusa Avenue and can park within a centralized eight-space parking lot; the drive aisle between the row of parking spaces will be 24 feet. An additional nine parking spaces will be provided along the aforementioned Covina Village Lane. Motorists can either enter the coffee shop or use the two-lane drive through which will have a queue for 20 vehicles. The lane widths will be 14 feet. Motorists can then exit via the same driveway to Azusa Avenue.

- **Parcel 3: Sit Down Restaurant with Drive-Through**

**Proposed Uses:** Parcel 3 is a 34,242 SF (0.8 acre) site that is proposed as a 3,500 SF fast food-casual restaurant, with indoor sit-down eating area. A drive-through feature will be acceptable.

**Site Plan, Circulation, and Parking:** Vehicles will enter the restaurant via a 26-foot driveway off of Azusa Avenue and can park within two areas. One of the areas will be directly along the entry driveway and will provide five parking spaces. The other parking area will front the restaurant and will provide another four parking spaces. These particular parking spaces will have a 24-foot back-up aisle. An additional eight parking spaces will be provided along the aforementioned Covina Village Lane. Motorists can either park and enter the restaurant or use the two-lane drive through which will have a queue for 10 vehicles. The lane widths will be 12 feet. Motorists can then exit via the same driveway to Azusa Avenue.

**b. Description of Architecture and Design for Parcels 1, 2, and 3 in Planning Area 2**

The commercial uses within the three parcels in Planning Area 2 will be designed compatibly with each other and will establish architectural treatments and improvements, and a common design theme and style

which will ultimately enhance the overall image of Planning Area 2 and the Covina Village Specific Plan.

Parcel 1. The following describes the architecture and design for the proposed mechanical car wash and self-serve vacuum area in Parcel 1. The proposed mechanical car wash will have maximum height of 21 feet 4 inches to top of parapet. Exterior walls will consist of varied tan and brown hues consisting of believable buff, camelback, dark auburn, and torchlight colors, with stone at the base of the building for a wainscot effect, with a top layer of basalite smooth honed face CMU that is painted brown with mortar color to match and a bottom layer with Coronado stone. A band of precision face concrete masonry painted dark brown will separate the top and bottom layers. Acrylic plaster that will be painted tan and brown colors will provide visual highlights. Hollow metal doors and a clear anodized aluminum commercial-grade storefront glass door painted to match the building will also be provided. The roof will be metal with brown fascia and will screen all mechanical equipment from public views. (Exhibit 9)

Parcel 2. The following describes the architecture and design for the proposed coffee shop with drive through in Parcel 2. The proposed coffee shop will have a maximum height of 24 feet to top of parapet. Exterior finishes will consist of exterior cement plaster and metal fascia with a 3-coat system, acrylic medium sand finish, metal fascia to match the Dutch Bros blue hue and a stone veneer finish at the base of the building. The tower will consist of fiber cement siding with a pre-finished parapet cap flashing to match the Dutch Bros blue hue. (Exhibit 10)

Parcel 3. The architecture for the future site-down restaurant with drive through in Parcel 3 have not yet been designed. It is expected however, that the architecture for the future commercial use will be consistent with C-4 Commercial Zone (highway) District design standards and will be compatible with the proposed mechanical car wash in Parcel 1, the proposed coffee shop in Parcel 2 and the residential townhome community being proposed in Planning Area 1 of this Covina Village Specific Plan. Review and approval of the architectural and design of the future sit-down restaurant use will be described in later sections of this Specific Plan.

#### **c. Common Features and Improvements for Commercial Uses in Planning Area 2**

- **Landscaping for Commercial Uses Within Planning Area 2:** As discussed previously, the landscaping concept for this entire Specific Plan is to integrate the landscaping between the

townhome residential community in Planning Area 1 and the proposed commercial uses in Planning Area 2, with main access drives, perimeter frontages, and parking lot planters.

The Landscaping and Planting Plans for Planning Area 2 shall provide new ornamental landscaping that will include a variety of trees, shrubs, and ground covers. Within Planning Area 2, all areas that are not improved with buildings, pavement, or parking spaces will be landscaped and include the following landscape elements and features:

- Vertical palms and evergreen flowering will be planted along the entire Azusa Avenue frontage which will include all three parcels.
- Vertical trees and palms, evergreen flowering, and columnar flowering will be planted along the Azusa Avenue driveway within Parcel 1.
- Vertical palms and other street trees will be planted along the Azusa Avenue driveway within Parcel 3.
- Smaller vertical palms and smaller trees will be planted within planters, internal driveways, and other areas within each of the three parcels.
- Evergreen flowering and medium trees will be planted along the entire length of Covina Village Lane, which separates the commercial uses in Planning Area 2 from the townhome community in Planning Area 1.
- **Walls and Fences for Commercial Uses Within Planning Area 2:**  
The following wall and fence improvements will be provided within Planning Area 2 to accommodate the proposed commercial uses:
  - Six-foot split-face natural gray CMU block walls with a two-inch high precision CMU cap will be installed along the southern side of the Azusa Avenue driveway within Parcel 1. This wall will provide a separation from the existing commercial uses that neighbor to the south.
- **Lighting for Commercial Uses Within Planning Area 2:** As discussed previously, lighting to be provided by the commercial

uses in Planning Area 2 will come from multiple sources. New exterior lighting onsite would be provided for security and to accent the landscaping, signage, lighted walkways, and parking areas. Any new lighting will be shine internally onto the proposed residential and commercial uses, shield offsite areas, and would be compliant with the City's lighting regulations related to lighting and Chapter 17.74 related to Signs in Commercial Zones). The following lighting improvements will be provided throughout Planning Area 2 to accommodate the proposed commercial uses:

- Area pole lights with LED will be installed to provide direct down lighting within parking lots, along Covina Village Lane, planters, pedestrian walkways, and internal driveways.
- Evergreen lighting painted black with LED will be installed at all commercial buildings to provide illumination of the buildings and security.
- **Signage for Commercial Uses Within Planning Area 2:** As discussed previously, it is essential for the commercial uses within the Specific Plan area be clearly identified for the public. At the same time, it is equally important to install signage that contributes to the positive image of the Specific Plan area and the City. The signage goals and requirements for the commercial uses in Planning Area 2 will be provide identification signage, along with on-site directional and informational signage. The current plans indicate that required ADA parking spaces and a 30-foot flag pole will be provided; an existing monument sign along Azusa Avenue will remain in place. A separate Sign Program for Planning Area 2 will be prepared and approved by the City prior to any building permit issuance. The Sign Program for the commercial uses will integrate into the overall architectural designs of the commercial uses themselves and the neighboring townhome community in Planning Area 1 thereby, creating an architectural statement of high quality. The Sign Program will provide a flexible means of applying and modifying the sign regulations to ensure high quality in the design and display of multiple permanent signs for the commercial uses and to encourage creativity and excellence in the design of signs. At a minimum, the Sign Program for commercial uses will address the following:
  - Sign Types (including pole signs)
  - Sign locations

- Sizes and dimensions (maximum sign area, minimum and maximum letter height)
  - Colors
  - Materials
  - Illumination
  - Lettering style (type, lower and/or upper case)
- **Other Improvements for Commercial Uses Within Planning Area 2:**
    - **Water Improvements:** The following water improvements will be provided within Planning Area 2: (1) a new 1-inch irrigation water service and backflow device near Parcel 1 along Azusa Avenue; (2) replace 8-inch water line along Azusa Avenue; (3) reconnect existing fire hydrant to public water main Azusa Avenue driveway; (4) install 1½-inch commercial water service and master meter and backflow device near Parcel 2 along Azusa Avenue; (5) connect with existing 8-inch water main near Azusa Avenue driveway for Parcel 3; and (6) protect in place existing 8-inch water lines within Planning Area 2 and along Azusa Avenue. The new onsite water system will be compliant with the California Plumbing Code (Title 24) for efficient use of water.
    - **Sewer Improvements:** The following sewer improvements will be provided within Planning Area 2: (1) break into existing sewer manhole within Parcel 3 near Azusa Avenue; and (2) protect in place existing 8-inch sewer lines within Planning Area 2 and along Azusa Avenue.
    - **Drainage Improvements:** The drainage improvements will be provided in accordance with civil/utility plans.
    - **Fire Protection Improvements:** All Planning Area 2 fire lanes will be 26 feet in width with no curb adjacent parking proposed. Commercial uses will provide and comply with building protection systems compliant with UBC and Fire Code requirements.
    - **Police Protection:** All commercial uses will install security lighting and security cameras that can be monitored by the Police Department.

- **Electrical Improvements:** Southern California Edison will continue to provide electrical services to the commercial uses in Planning Area 2. Existing electrical transformers and lines will continue in place.
- **Gas Improvements:** The Gas Company will continue to provide gas service to the commercial uses in Planning Area 2.
- **Trash Hauling Improvements:** Trash enclosures and dumpsters for commercial uses will be provided per City requirements.

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## IV. ALLOWABLE USES

The following uses are permitted in the Covina Village Specific Plan area subject to the development standards and guidelines set forth in this Specific Plan, and where applicable, the City's General Plan and the CMC. Residential, commercial, and other related uses that are not listed may be allowed by the Planning Director, or Planning Commission and the City Council pursuant to Chapter 17.60 of the CMC. The intent of this Covina Village Specific Plan is to facilitate the development of specified residential and commercial uses. It is not the intent to allow any, or all residential and/or commercial uses. The following permitted uses are considered appropriate for the Covina Village Specific Plan area, given the intended purposes and development concepts established by this Specific Plan.

### A. Planning Area 1 (Townhome Residential)

#### 1. Residential Townhomes

**Permitted Uses.** Residential townhomes and related improvements shall be permitted within Planning Area 1, within the Residential Townhomes subarea. Permitted uses within the Residential Townhomes subarea include:

- Attached, single-family residential.
- Two-family dwellings.
- Multiple dwellings, including condominiums and townhouses, and site-built units.
- Accessory buildings and uses, including private garage, private carports, and recreation rooms.
- Recreational facilities, including a pool building with bathrooms, swimming pool and spa, pool furniture, outdoor BBQ island, shade structures, lawn areas for large gatherings, small pocket parks, and play areas and paseos with game tables and benches for small gatherings.
- Short-term bicycle parking.



- Ancillary in-home business uses, subject to the provisions of CMC Section 17.26.035, In-Home Business License. In-home businesses are minor commercial activities that do not distract from the quiet and private characteristics of a residential neighborhood and are incidental to the residential use of a dwelling, including cottage food businesses (see CMC 17.04.172). (Ord. 17-17 § 7, 2017; Ord. 1664 § 1, 1988.)
- Other residential and related uses may be permitted by the Planning Director that may be considered similar to the intent of the Residential Townhomes subarea. If deemed appropriate, other specific residential and related uses may be permitted by the Planning Commission and the City Council, pursuant to Chapter 17.60 of the CMC, that are considered similar and not more obnoxious or detrimental to the public health, safety and welfare.

## 2. Live/Work Townhomes

**Permitted Uses.** Residential townhomes and related improvements shall be permitted within Planning Area 1, within the Live/Work Townhomes subarea. The Live/Work townhomes will also allow for low-impact businesses and office uses within the townhome unit that is occupied by the same resident. The live/work unit will be considered the primary dwelling of the occupant and the work function will be secondary. All businesses and office uses shall be occupied and directly used by the townhome unit resident. The workspace areas cannot be rented out for income or sold separately. Permitted uses within the Live/Work Townhomes subarea include:

- Attached, single-family residential.
- Two-family dwellings.
- Multiple dwellings, including condominiums and townhouses, and site-built units.

- Ancillary in-home business uses, subject to the provisions of CMC Section 17.26.035, In-Home Business License. In-home businesses are minor commercial activities that do not distract from the quiet and private characteristics of a residential neighborhood and are incidental to the residential use of a dwelling, including cottage food businesses (see CMC 17.04.172). (Ord. 17-17 § 7, 2017; Ord. 1664 § 1, 1988.)
- Administrative and professional offices for personal services, accounting and taxes, Insurance, financial, consultants, legal, fashion design, architectural or interior design, real estate, travel agents, tutoring, artisans, on-line sales, engineering design, computer, graphic design, photography, artists and multimedia, entrepreneurship, freelancing, start-ups and incubations.
- Other residential, commercial, and related uses may be permitted by the Planning Director that may be considered similar to the intent of the Live/Work Townhomes subarea. If deemed appropriate, other specific residential and related uses may be permitted by the Planning Commission and the City Council, pursuant to Chapter 17.60 of the CMC, that are considered similar and not more obnoxious or detrimental to the public health, safety and welfare.

## **B. Planning Area 2 (Commercial)**

- 1. Permitted Uses.** The following commercial uses and related improvements shall be permitted within Planning Area 2:
  - a. Mechanical Car Wash and Self-Serve Vacuum Area with Drive-Through.
  - b. Coffee Shop with Drive-Through.
  - c. Sit Down Restaurant with Drive-Through.
  - d. Permitted commercial uses listed in Section 17.44.020 of the CMC for the C-4 Commercial Zone (Highway).
  - e. Other commercial and related uses may be permitted by the Planning Director that may be considered similar to the intent of Planning Area 2 (Commercial). If deemed appropriate, other specific commercial and related uses may be permitted by the

Planning Commission and the City Council, pursuant to Chapter 17.60 of the CMC, that are considered similar and not more obnoxious or detrimental to the public health, safety and welfare.

**2. Conditional Uses.** The following commercial uses and related improvements shall be permitted within Planning Area 2, with approval of a Conditional Use Permit:

- a. Alcohol sales (with or without food service).
- b. Boutique wineries and craft beer, or artisan distilleries.
- c. Outdoor dining (with alcohol).
- d. Personal Fitness Training Services.

**3. Prohibited Uses.** The following commercial uses and related improvements shall be prohibited within Planning Area 2:

- a. Auto parts sales.
- b. Banks and financial institutions
- c. Bill paying office
- d. Drive-up facilities for permitted uses, which provide access for cars, vans, and trucks to drive right up to the particular use.
- e. Public assembly
- f. Wholesaling
- g. Multi-tenant retail arcades. The primary characteristic shared by these uses involve used personal property being offered or displayed by temporary vendors within a shared space. The vendors engage in a series of sales sufficient in number, scope, and character constituting a regular course of business (based on California's Business and Professions Code, Division 8, Chapter 9, Article 6, 21661).
- h. Adult Uses
- i. Massage establishment. (Ord. 19-01 § 17, 2019; Ord. 92-1736 § 2(C), 1992; Ord. 1438 § 3, 1979; 1964 Code Appx. A § 7.23.)

## V. DEVELOPMENT STANDARDS

The residential and commercial uses proposed in the Covina Village Specific Plan will be permitted subject to the following development standards, and where applicable, to the City’s General Plan and the CMC. Residential, commercial, and other related uses that are not listed may be allowed by the Planning Director, or Planning Commission and the City Council pursuant to Chapter 17.60 of the CMC. The intent of this Covina Village Specific Plan is to facilitate the development of specified residential and commercial uses. It is not the intent to allow any, or all residential and/or commercial uses. The following permitted uses are considered appropriate for the Covina Village Specific Plan area, given the intended purposes and development concepts established by this Specific Plan.

### A. Planning Area 1 (Townhome Residential)

The following development standards and those development standards in Chapter 17.28 of the CMC for the RD Residential Zone (Multiple-Family) shall apply to the proposed Residential Townhomes and Live/Work Townhomes, and all land and buildings that are proposed for Planning Area 1.

#### Covina Village Specific Plan – Planning Area 1 (Townhome Residential) Development Standards

<i>Standards for Property and Lots</i>	
<b>Lot Area</b>	There are no provisions for this subject.
<b>Lot Dimensions</b>	There are no provisions for this subject.
<b>Population Density</b>	There are no provisions for this subject.
<i>Standards for Townhome Form, Size, and Site Planning</i>	
<b>Building Height</b>	Buildings and structures shall have a maximum height of 40 feet.
<b>Number of Stories</b>	3-story maximum
<b>Orientation of Townhomes Across Street from Single-Family Units</b>	Townhomes must orient to individual entries, patio areas, and landscaping toward the street or to the sides of single-family units.
<b>Transition Design of Townhomes</b>	Townhomes do not need to transition in scale through height changes or step-backs on second or third floors.
<i>Standards for Townhome Size</i>	
<b>For Two-Bedroom Townhomes</b>	1,000 SF

<b>For Three-Bedroom Townhomes</b>	1,150 SF
<b><i>Standards for Setbacks</i></b>	
<b>Front Yard (Ground Level)</b>	15 feet
<b>Interior Side (Ground Level)</b>	5 feet
<b>Street Side (Upper Level)</b>	15 feet
<b>Interior Side (Upper Level)</b>	10 feet
<b>Rear Yard (Upper Level)</b>	20 feet
<b>Encroachments into Setback Areas</b>	Accessory and incidental encroachments such as meters, utility cabinets, condensers, mailboxes, architectural features such as window pop-outs, front porches, balcony overhangs, etc. shall be permitted to encroach into required setbacks.
<b><i>Standards for Distances Between Building Elevations</i></b>	
<b>Front to Front</b>	15 feet minimum
<b>Front to Side</b>	10 feet minimum
<b>Side to Side</b>	7.5 feet minimum
<b><i>Standards for Access, Pedestrian Orientation, and Connections</i></b>	
<b>Walkways</b>	4 feet minimum width and paved with concrete
<b>Drive Aisles or Private Streets</b>	25 feet minimum
<b>Fire Accessways</b>	28 feet minimum width. Accessways shall be free from any overhead obstructions and posted as a Fire Accessway with "No Parking Permitted" within 28 feet.
<b>Internal Access</b>	There shall be adequate vehicular access to off-street parking spaces from dedicated roads or drive aisles. The design of the access shall conform to all standards and specifications in this Specific Plan.  Pedestrian access between Planning Area No. 1 and Planning Area No. 2 shall be provided.
<b><i>Standards for Common Open Space and Landscaping*</i></b>	
<b>General Landscaping Requirements</b>	Landscaping improvements shall comply with the following:

	<ol style="list-style-type: none"><li>1. New plant species would be drought-tolerant, non-invasive, and compliant with the City of Covina's landscaping requirements. Likewise, the new irrigation installed onsite would meet the City's requirements for water efficiency (Covina Municipal Code Section 17.82.060; Landscape water use standards).</li><li>2. All plant materials shall be served by an automatic underground irrigation system utilizing backflow devices and weather sensing smart controller(s).</li><li>3. All above ground irrigation elements shall be screened.</li><li>4. All new trees shall be staked or provided with a greater support design.</li><li>5. New trees planted within 5 feet of hardscape shall have deep root linear root barriers a min. of 10 feet long, 5 feet on both sides of trunk.</li><li>6. Ground cover shall be spaced to ensure total infill within twelve months of planting.</li><li>7. Only live plant materials (not simulated) shall be used in landscaped areas (trees, shrubs, and ground cover).</li><li>8. Selection of plant materials shall be based on year-round beauty (deciduous color, spring flower, branching patterns) as well as form, texture, shape, and ultimate growth. Selection of plant materials shall be based on year-round beauty as well as form, texture, shape and ultimate growth (examples of year round beauty may include: evergreen trees and shrubs, deciduous trees with fall foliage color - yellow, orange, red, or purple - winter, spring, or summer flowers in colors to complement the color selections of the building and site, several flowering plant species shall be used to provide at least two seasons of flowering in the year, tree branching and canopy structure may be columnar, vase, open, round, or spreading in form deciduous color, spring flower, branching patterns).</li><li>9. Plant species shall be tolerant of the local environmental-conditions and relatively free from pests and disease.</li></ol>
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	<p>10. Plant species that are native or well-adapted to local climatic conditions, and require less water and maintenance, are recommended.</p> <p>11. All street trees shall be deep-rooted, canopy-type trees suited to urban conditions.</p> <p>12. Landscaping shall generally be provided to soften architecture and hardscape.</p> <p>13. Planting shall occur around building perimeters to reduce building scale and to integrate development into surrounding neighborhood.</p> <p>14. Planting and irrigation shall be designed to satisfy the California State Model Water Efficient Landscape Ordinance.</p>
<b>Common Open Space per Townhome Unit</b>	120 SF minimum per townhome unit
<b>Common Open Space Features</b>	4 common open space/recreational features
<b>Common Open Space and Landscaping</b>	<p>Common open space and landscaping improvements shall comply with the following:</p> <p>1. A minimum of 38,877 SF total of common open space will be provided within Planning Area 1. This total is additional to those other perimeter landscaped areas that are less than 15 feet wide.</p> <p>2. Accent elements will be provided to identify pedestrian entrances to the townhomes and common open space areas within the interior of a project site. Accent elements include wood trellises, arches, arbors, columns, and/or low monument features, and landscaped hedges along the ground level entry porch areas.</p>
<b>Landscaping Within Parking Areas</b>	5 feet perimeter landscaped strips should be provided for parking areas adjacent to side and/or rear property lines. Though required, this Specific Plan will not be required to provide the perimeter landscaped strip along the westerly interior property line between the Live/Work Townhome units and the parking spaces for the commercial uses in Planning Area 2. This Specific Plan finds that the paseos with seating areas and open lawn areas are sufficient landscaping amenities for the Specific Plan area.

<b>Landscaping Plans</b>	A Landscaping Plan must be prepared by a licensed Landscape Architect for City review and approval. The Landscaping Plan should include the species, sizes, locations, type, irrigation design, maintenance details, etc. of common landscaping improvements to be provided.
<b><i>Standards for Private Open Space**</i></b>	
<b>Private Open Space and Landscaping</b>	<p>Private open space and landscaping improvements shall comply with the following:</p> <ol style="list-style-type: none"> <li>1. 100 SF minimum per townhome unit will be provided.</li> <li>2. A minimum of 10,191 SF total of private open space will be provided in Planning Area 1.</li> <li>3. 15 townhome units will not be required to provide private porches. Sufficient common open space areas and other amenities will be provided instead.</li> <li>4. Live/Work townhome units will each have private balconies, but not private porches, because of ADA Path of Travel requirements for the work space in each townhome unit.</li> <li>5. Each Live/Work townhome unit will have full access to common open space areas and amenities.</li> </ol>
<b>Ground-Level Balconies</b>	<p>Ground-level balconies must have at least one dimension of 7 feet minimum.</p> <p>Note: 15 units will not have ground level patios, as noted in Exhibit 7, Open Space Plan.</p>
<b><i>Standards for Off-Street Parking</i></b>	
<b>Total Parking Provided</b>	<p>194 total covered parking spaces for residents and 49 uncovered guest parking spaces will be provided. Another 41 uncovered parking spaces will be provided and shared between the Live/Work Townhomes in Planning Area 1 and the commercial uses in Planning Area 2 for a total of 354 parking spaces within the Covina Village Specific Plan area.</p> <p>A Shared Parking Agreement will be executed to allow residents and guests of the townhome units and the patrons of the commercial uses to park within the identified 41 shared parking stalls along the west frontage of the live/work units. In addition, the Shared Parking Agreement will include a clause that prohibits</p>



	the assignment of specified parking spaces for each of the Live/Work Townhome units.
<b>Covered Parking Spaces</b>	All covered parking spaces shall be in a garage with a minimum inside dimension not less than 10 feet by 20 feet per space.
<b>Dimensions for Parking Spaces</b>	9 Feet x 18 Feet
<b><i>Standards for Sustainability</i></b>	
<b>EV Charging Stations</b>	<p>The following EV charging standards shall be satisfied:</p> <ol style="list-style-type: none"> <li>1. Parking spaces for fuel-efficient (electric) vehicles shall be designated and conveniently located to EV charging stations in accordance with regulations contained in CAL-Green Title 24, Part 11.</li> <li>2. All residential townhomes (including L/W) will provide EV ready private garages in accordance with 2022 CGBSC 4.106.4.1. 2.</li> <li>3. The Community Development Director will review and approve plans for the location and number of EV charging stations for guests</li> </ol>
<b><i>Standards for Fences, Walls, and Hedges</i></b>	
<b>Design and Height of Fences, Walls, and Hedges</b>	<p>The following fences, walls, and hedges standards shall be satisfied:</p> <ol style="list-style-type: none"> <li>1. Not exceed 6 feet in height, as measured from finished grade or surface to top of wall, including any cap or decorative feature.</li> <li>2. Be permitted on or within all rear and side property lines on interior lots, and corner lots when abutting a street, on or to the rear of all front yard setback lines.</li> <li>3. Be architecturally compatible in design and material to the main structures and architectural theme of the Specific Plan.</li> </ol>
<b>Vision Triangle Obstructions</b>	<p>The following vision standards shall be satisfied:</p> <ol style="list-style-type: none"> <li>1. At street intersections, any wall, fence, or hedge, other structure that is located on a property at any corner from intersecting streets shall not exceed a height of three feet within the vision triangle formed</li> </ol>

	<p>by drawing imaginary lines between points 30 feet from where the curb lines of the intersection quadrant meet.</p> <p>2. The two monument signs proposed at the Cypress Street entrance are not within the Vision Triangle.</p>
<b>Standards for Screening of Accessory Improvements</b>	
<b>General Screening Standards</b>	<p>The following screening standards shall be satisfied:</p> <ol style="list-style-type: none"> <li>1. Mechanical equipment shall be placed in locations that are reasonably screened from public view. Rooftop equipment shall be screened from view on all 4 sides. Mechanical equipment screening techniques may include, but not be limited to, landscaping, structural elements such as steel mesh or decorative metal. Wood or similar material shall not be used for rooftop screening of mechanical equipment.</li> <li>2. Landscaped hedges for screening that are provided at ground floor will be four feet in height minimum.</li> <li>3. All roof-top screening and materials, and any decorative fencing must compliment the architectural-style of the townhome development.</li> </ol>
<b>Screening of HVAC Units</b>	All HVAC units, whether roof-mounted or at ground-level shall be screened from public view.
<b>Screening of Accessory Improvements</b>	Utility boxes, and electrical and gas meters must be screened with landscaping, fences or walls, or a combination.
<b>Standards for Storage Areas</b>	
<b>Size of Storage Areas</b>	<ol style="list-style-type: none"> <li>1. 175 cubic feet minimum of storage area must be provided within all garages. The minimum dimension of storage areas shall be 4 feet.</li> <li>2. Storage within individual townhome units shall not displace required garage storage areas.</li> </ol>
<b>Standards for Mailboxes</b>	
<b>Design of Mailboxes</b>	<ol style="list-style-type: none"> <li>1. 2 mailbox locations shall be provided.</li> <li>2. Residential mailboxes must have decorative features and treatments such as overhead covered trellises, shade structures, landscaping, etc.</li> </ol>

<b><i>Standards for Lighting</i></b>	
<b>Required Lighting Improvements</b>	<p>Lighting within Planning Area 1 shall be designed to provide reasonable illumination levels for appropriate public safety, pursuant to consultation with the Covina Police Department. Lighting within Planning Area 1 shall be designed in a “pedestrian-friendly” manner, meaning the overall height of light standards shall not exceed 25 feet and will be placed in a manner that will ensure minimal light spillage onto adjoining properties. The lighting design shall incorporate decorative light standards and fixtures that are compatible with the townhome architecture and are also compatible and complimentary with the lighting standards fixtures of Planning Area 2. The following lighting standards shall be satisfied:</p> <ol style="list-style-type: none"> <li>1. All entryways, pathways, open spaces, and parking lots must be illuminated. Lighting shall be arranged to reflect or direct light away from adjacent residential properties per Chapter 17.28.110 (A) of the CMC.</li> <li>2. High-efficiency, warm white light shall be installed.</li> <li>3. Lighting at refuse enclosures for nighttime security and use shall be installed.</li> <li>4. Lighting shall average one foot-candle minimum and maximum. A photometric diagram shall be provided to confirm this illumination.</li> <li>5. The maximum height of the free-standing light pole fixture shall be 15 feet, measured from the finished base to the top of the pole or light fixture.</li> </ol>
<b><i>Standards for Signs</i></b>	
<b>Building Address Signs</b>	<p>The following standards shall be satisfied:</p> <ol style="list-style-type: none"> <li>1. Building address signs indicating the street address number, shall comply with LA County Fire Department Code address requirements.</li> <li>2. Only 1 building address sign will be allowed per street frontage.</li> </ol>
<b>Unit Address Signs</b>	<p>The following standards shall be satisfied:</p>

	<ol style="list-style-type: none"> <li>1. Unit address numbers shall have a minimum of six-inch up to a maximum of eight-inch numbers or letters.</li> <li>2. Unit address numbers no higher than the second-story plate can be installed between 15 feet and 20 feet.</li> </ol>
<b>On-site Directional Signs for Townhomes and Commercial Uses</b>	On-site directional signs can be 2 SF in area or 3 feet in height maximum.
<b>Construction Signs</b>	<p>The following standards shall be satisfied:</p> <ol style="list-style-type: none"> <li>1. Construction signs can be 32 SF in size and 6 feet in height maximum.</li> <li>2. Only 1 construction sign per street frontage will be allowed.</li> <li>3. On-site construction signs must be removed within 30 days after the sale, lease, or completion of construction.</li> </ol>
<b>Required Sign Program</b>	A Sign Program must be prepared to present the different signs being proposed to ensure consistency and continuity between the townhome community in Planning Area 1 and the commercial uses in Planning Area 2. Dimensions, sizes, locations, materials, colors, etc. must be shown in the Sign Program. Sign design details that are not presented in the Sign Program shall revert to Chapter 17.28.110 (L) of the CMC.

*\*Common open space shall not include driveways, pedestrian access to units from common pedestrian walkways, parking areas, private open space, or required front, side, street side, or rear setback areas.*

*\*\*Private open space is a usable open space adjoining and directly accessible to a townhome unit, reserved for the exclusive use of residents of the townhome unit and their guests. Examples include patios, screened decks, or balconies. Private open space can also be a combination of ground-level patios and balconies. Private open space shall be delineated by a wall, fence or hedge.*

## **B. Planning Area 2 (Commercial)**

The following development standards and those development standards in Chapter 17.44 of the CMC for the C-4 Commercial Zone (Highway) shall apply to the commercial uses, and all land and buildings that are proposed for Planning Area 2. As discussed, Planning Area 2 will be developed with three separate commercial parcels. Parcel 1 will allow for a mechanical car wash and self-serve vacuum area with drive-through facilities; Parcel 2 will allow for a coffee shop with drive-through facilities; and Parcel 3 will allow for a sit-down restaurant with drive-through facilities.

### **1. Development Standards that Apply to Each of the Three Commercial Parcels**

The mechanical car wash and self-serve vacuum area with drive-through facilities proposed in Parcel 1, the coffee shop with drive-through facilities proposed in Parcel 2, and the sit-down restaurant with drive-through facilities proposed in Parcel 3 are required to comply with the development standards for the C-4 Commercial Zone (Highway) in Chapter 17.44 of the CMC. These development standards include:

- a. 17.44.050 Property Development Standards
- b. 17.44.060 Lot Area
- c. 17.44.070 Lot Dimensions
- d. 17.44.080 Population Density
- e. 17.44.090 Building Heights
- f. 17.44.110 Yards
- g. 17.44.120 Distance Between Buildings
- h. 17.44.130 Fences and Walls
- i. 17.44.180 Off-Street Parking
- j. 17.44.190 Access
- k. 17.44.200 Signs
- l. 17.44.210 Special Regulations
- m. 17.44.220 Loading

### **2. Additional Development Standards that Apply to Each Specific Commercial Parcels**

In addition to complying with the development standards for the C-4 Commercial Zone (Highway), each of the three commercial uses must comply with the following additional development standards.

#### **a. Additional Development Standards for Parcel 1**

Construction of the mechanical car wash and self-serve vacuum area, with drive-through facilities within Parcel 1 shall be substantially consistent

with the proposed size, site plan and circulation improvements, parking design, and other improvements described in Chapter III. Specific Plan Description, of this Specific Plan. The following additional development standards must also be complied with for Parcel 1:

- Driveway apron along Azusa Avenue shall be 26 feet wide to provide more efficient access and maneuvering in and out of Parcel 1, the overall site, and other existing offsite uses to the south.
- A trash enclosure shall be screened with landscaping located in front of Parcel 1. Said trash enclosure shall be setback a minimum of 20 feet from the front property line and concealed from public view with opulent landscaping. Final design and plans for the trash enclosure and screening will be reviewed and approved administratively by staff.
- The manager of Parcel 1 shall coordinate with the other managers of Parcels 2 and 3 to potentially combine trash pick-up schedules and possibly locate a more centralized area for their trash enclosure(s).
- If a mechanical car wash and self-serve vacuum area with drive-through is constructed within Parcel 1, dedicated parking spaces are not required. If an alternative commercial use is constructed within Parcel 1, the standards in 17.44.180 Off-Site Parking of the CMC must be satisfied.
- The vacuum area shall have canopies. Final design and plans that show the materials, colors, and structure of the canopies shall be reviewed and approved administratively by staff.
- The owner of Parcel 1 shall enter into a reciprocal access, parking, and maintenance agreement with the other legally responsible entities of Parcels 2 and 3 within Planning Area 2, and the legally responsible entity for the Live/Work Townhomes in Planning Area 1. This agreement will also include the easement used by existing offsite uses to the south.
- The legally responsible entities for Parcels 1, 2, and 3 shall coordinate the preparation of a Sign Program for all three commercial uses within Planning Area 2 to ensure consistency and continuity between the commercial uses and the townhome community proposed in Planning Area 1. The Sign Program must be prepared to present the different signs being proposed. Dimensions, sizes, locations, materials, colors, etc. must be shown in the Sign Program. Sign design details that are

not presented in the Sign Program shall revert to Chapter 17.44.200 of the CMC.

**b. Additional Development Standards for Parcel 2**

Construction of the coffee shop and drive-through facilities within Parcel 2 shall be substantially consistent with the proposed size, site plan and circulation improvements, parking design, and other improvements described in Chapter III. Specific Plan Description, of this Specific Plan. The following additional development standards must also be complied with for Parcel 2:

- Driveway apron along Azusa Avenue shall be 26 feet wide to provide more efficient access and maneuvering in and out of Parcel 2 and the overall site.
- If a coffee shop with drive-through facilities is constructed within Parcel 2, five parking spaces shall be provided within Parcel 2. If an alternative commercial use is constructed within Parcel 2, the standards in 17.44.180 Off-Site Parking of the CMC must be satisfied.
- The manager of Parcel 2 shall coordinate with the other managers of Parcels 1 and 3 to potentially combine trash pick-up schedules and possibly locate a more centralized area for their trash enclosure(s).
- The manager of Parcel 2 shall enter into a reciprocal access, parking, and maintenance agreement with the other managers of Parcels 1 and 3 within Planning Area 2, and the manager for the Live/Work Townhomes in Planning Area 1. This agreement will also include the floating easement used by existing offsite uses to the south.
- The managers for Parcels 1, 2, and 3 shall coordinate the preparation of a Sign Program for all three commercial uses within Planning Area 2 to ensure consistency and continuity between the commercial uses and the townhome community proposed in Planning Area 1. The Sign Program must be prepared to present the different signs being proposed. Dimensions, sizes, locations, materials, colors, etc. must be shown in the Sign Program. Sign design details that are not presented in the Sign Program shall revert to Chapter 17.44.200 of the CMC.

**c. Additional Development Standards for Parcel 3**

Construction of the sit-down restaurant with drive-through facilities within Parcel 3 shall be substantially consistent with the proposed size, site plan

and circulation improvements, parking design, and other improvements described in Chapter III. Specific Plan Description, of this Specific Plan. The following additional development standards must also be complied with for Parcel 3:

- A fast food-casual restaurant, with indoor sit-down eating area is proposed for construction within Parcel 3. A drive-thru feature is acceptable. Specific Plan Description, of this Specific Plan which describe and present the specific design, architecture, features, and improvements of this particular sit-down restaurant. Should this particular sit-down restaurant not be constructed, the City expects and requires this same quality of design, architecture, and features to be applied to any alternative commercial use within Parcel 3.
- No specific architectural “theme” is required. However, a minimum of three (3) exterior materials will be required (i.e., stacked stone, stucco and ornamental metal, or wood siding, smooth stucco and ornamental glass). In addition, architectural “accent features”, such as cloth awnings, decorative/ornamental exterior lighting fixtures, overhead trellis features will be required.
- No “box” or “canister” building identification signs will be allowed.
- Driveway apron along Azusa Avenue shall be 26 feet wide to provide more efficient access and maneuvering in and out of Parcel 3 and the overall site.
- If a sit-down restaurant with drive-through facilities is constructed within Parcel 3, 35 parking spaces shall be provided or made available with shared parking for Parcel 3. If an alternative commercial use is constructed within Parcel 3, the standards in 17.44.180 Off-Site Parking of the CMC must be satisfied.
- The manager of Parcel 3 shall coordinate with the other managers of Parcels 1 and 2 to potentially combine trash pick-up schedules and possibly locate a more centralized area for their trash enclosure(s).
- The manager of Parcel 3 shall enter into a reciprocal access, parking, and maintenance agreement with the other managers of Parcels 1 and 2 within Planning Area 2, and the manager for the Live/Work Townhomes in Planning Area 1. This agreement will also include the floating easement used by existing offsite uses to the south.



- The managers for Parcels 1, 2, and 3 shall coordinate the preparation of a Sign Program for all three commercial uses within Planning Area 2 to ensure consistency and continuity between the commercial uses and the townhome community proposed in Planning Area 1. The Sign Program must be prepared to present the different signs being proposed. Dimensions, sizes, locations, materials, colors, etc. must be shown in the Sign Program. Sign design details that are not presented in the Sign Program shall revert to Chapter 17.44.200 of the CMC.

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## VI. DESIGN GUIDELINES

Design will play a crucial role in implementing the vision of providing high quality, pedestrian-friendly, mixed-use development within Planning Areas 1 and 2 of the Covina Village Specific Plan Area. The layout of future residential and commercial development, building placement and orientation, the design of public spaces, architectural character, and landscaping all contribute to the “sense of place” that is uniquely Covina. The following Design Guidelines are intended to provide guidance to builders, engineers, designers, architects, City staff, and decision-makers from conceptual design to implementation.

### A. Design Goals and Objectives

The following Design Guidelines should be used in conjunction with the development standards in Chapter 5 to regulate and evaluate future residential and commercial developments. While these design guidelines promote quality design, they are not a set of rigid requirements. They are general and illustrative in nature and are intended to encourage creativity and variety in future designs. In some instances, one guideline may be relaxed in order to accomplish another, more important, guideline. The overall objective is to ensure that the intent and spirit of the Design Guidelines are followed to attain the best possible design solutions. It should be noted, that these Design Guidelines are not intended to conflict with those development standards contained in Chapter 5 of this Specific Plan or the City’s Zoning Code. The following are general design-related goals and objectives which will be supported by those Design Guidelines contained in this chapter.

- i. Facilitate high quality architecture and design.
- ii. Ensure compatible and cohesive design between the future townhomes and live/work townhomes in Planning Area 1 and the commercial uses proposed in Planning Area 2.
- iii. Contribute to a positive physical image and identity of the City.
- iv. Provide for both convenient auto access and safe and attractive pedestrian access.
- v. Reinforce and establish a distinct architectural image.
- vi. Establish attractive, inviting, imaginative and functional site design.
- vii. Facilitate and encourage pedestrian activity and mitigate adverse automotive patterns.

- viii. Enhance surrounding neighborhoods, the Covina Village Specific Plan area and the City.
- ix. Minimize excessive or incompatible impacts of noise, light, traffic and/or visual character.
- x. Integrate stormwater Best Management Practices (BMPs) into the site design.

## **B. Design Guidelines**

The quality of the site design is one of the most important measures of the Specific Plan area's impact on the community and will be given high priority in the review of development proposals for each Planning Area. The following Design Guidelines are intended to establish an expectation of quality development features in the Specific Plan area through architectural theme and site planning and include:

1. Site Planning and Building Orientation
2. Parking and Parking Lot Layout
3. Vehicular Access and Circulation
4. Storage and Loading
5. Pedestrian-Level Elements
6. Landscaping Theme
7. Common and Recreation Areas
8. Walls and Fences
9. Architectural Theme
10. Building Elevations and Facades, Building Form and Massing, Entrances, Windows, and Roofs
11. Quality Materials and Colors
12. Retail, Administrative Office, and Commercial Guidelines
13. Signage Theme and Types
14. Lighting
15. Accessibility
16. Green Building and Sustainable Design

Design Guidelines are provided for each of the aforementioned design-related topics and issues:

### **1. Site Planning and Building Orientation**

Site design and planning are important processes critical to any development that may occur in Covina. A project's site plan will determine how buildings will be placed on a site, where access will be provided, and how structures and spaces are located in relation to each

other and to adjacent off-site uses. In particular, site planning and building orientation have a significant impact on the way people will experience the Specific Plan site and future residential and commercial uses. Visually interesting buildings that are oriented to the street, and the manner in which buildings and project amenities and facilities are sited all help to enhance the site's overall visual character, as well as the visitor's experience. Buildings should be designed and located in such a manner to maximize the use of land, and provide adequate and appealing landscaping and other site amenities.

- a. Buildings should be placed and oriented in such a manner as to be sensitive to adjoining residential and commercial land uses, and create a vibrant street edge appearance along Azusa Avenue and Cypress Street.
- b. Placement and design of structures should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks.
- c. Buildings should have a strong presence and encourage activity along street frontages.
- d. Buildings should be oriented to the adjacent public streets or internal drive aisles.
- e. Entries may face onto Azusa Avenue and Cypress Street.
- f. Access for future commercial development should not front onto proposed residential uses.
- g. Interior pedestrian linkages between the two Planning Areas should be provided. Building entries that do not front directly onto a street should be connected to a street via a landscaped or decorative hardscaped pedestrian walkway or sidewalk.

## **2. Parking and Parking Lot Layout**

Parking configuration, placement, and access are essential to the function and vitality of the future development being proposed in the Specific Plan. Visibility of parking areas has a significant impact on the visual character of the Specific Plan, when viewed from adjacent off-site areas and streets.

- a. Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians. Safe pedestrian paths should be provided from all parking areas to each building.

Unobstructed visibility and clear delineations between pedestrian paths and vehicular drive aisles should be provided. The use of landscaping, landscaped planter areas, walkways, overhead canopies, and decorative hardscape (such as hatched concrete) is encouraged.

- b. Electric vehicle (EV) charging stations within parking areas should be provided in accordance with City policies.
- c. Parking for residential and commercial uses in Planning Area 1 and commercial uses in Planning Area 2 should be separated to the greatest extent possible.
- d. All off-street parking stall dimensions shall be designed and constructed in accordance with Title 17 of the CMC.

### **3. Vehicular Access and Circulation**

Since the Specific Plan area is bounded by public streets, the primary mode of access to this area will be by automobile and bus. However, provisions for bicycle storage and access should be provided. Pedestrian movements will result mainly from commercial patrons who drive to the Specific Plan area, exit their automobiles and then access the various commercial businesses; and those residents that will reside in the residential dwellings. Pedestrian activity within the Specific Plan area is encouraged. Therefore, attention should be made to design safe and efficient vehicle circulation and for pedestrian safety. Well-designed access enhances interest along the public street, improves circulation, and minimizes potential conflicts. The following are Design Guidelines associated with vehicular access and circulation:

- a. The number of driveway access points onto the public arterials should be kept to a minimum, as proposed in the Conceptual Site Plan. The number, locations and width of driveways shall be subject to the approval of the Planning Commission based on the recommendation of the City Engineer.
- b. Parking lots should be designed to ensure that all vehicle movements will occur onsite. No vehicle may enter onto a public street in order to circulate throughout the same parking lot.
- c. Site access and internal circulation should be arranged in a logical manner that promote safety, efficiency, convenience and minimize conflict between vehicles and pedestrians.

- d. Driveways should be designed to promote safety by providing unobstructed sight lines from surrounding public areas and be well-lit.
- e. Site access entries and driveways should be enhanced with special paving, lighting and/or landscape treatments.
- f. Driveways should be located to avoid interfering with traffic flow along adjacent streets and located as far from intersections as possible.

#### **4. Storage and Loading**

The following are Design Guidelines associated with storage and loading activities:

- a. Materials should not be permanently stored outside of residences or buildings. Materials stored inside residences should not displace required parking.
- b. For commercial uses, materials should only be stored and loaded in designated areas. These areas should be designated by striping and/or use of decorative bollards.
- c. Loading areas or waste disposal areas should be visually screened from views from the public street or areas of high public use. Loading areas should not be visible from any public street. Such visual screening techniques could include “wing walls,” decorative trash enclosures, landscaped walls or screening.
- d. Delivery truck unloading zones should not obstruct vehicular circulation and parking areas.
- e. Loading areas and access should be separated from the primary public access driveway where feasible.
- f. Loading area location and design should prevent truck back-up maneuvers from or onto public streets or drive aisles.
- g. Commercial loading areas should be placed as far as possible from residential units and be completely screened from adjacent residential development.

## 5. Pedestrian-Level Elements

Safe pedestrian access is critical to the success of any development. Pedestrian and automobile movements should be considered and integrated into the design of the Specific Plan area. The intent is to reduce traffic-related hazards, while establishing a more pedestrian-inviting image. Pedestrian amenities should also be provided to facilitate pedestrian movements.

- a. Minimum four-foot sidewalks should be provided along public streets.
- b. Landscaped and/or decorative hardscape should be provided to delineate pedestrian paths within the residential areas, mixed-use areas, and drive aisles. The landscaping and/or decorative hardscape should be marked in a decorative manner that is complementary to the overall design theme. For example, stamped AC paving for crosswalks within drive aisles, overhead canopies, and landscaped walkways should be considered.
- c. Minimum four-foot pedestrian walkways should be provided which connect from the public streets and sidewalks to the residences on the site. To encourage internal pedestrian movements, walkways should also connect to onsite common and recreational areas.
- d. Internal pedestrian walkways should be distinguished from driving surfaces through the use of durable surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Signs should be installed to designate pedestrian walkways.
- e. Safe, convenient pedestrian paths should be designed between parking areas, commercial uses, and residences.
- f. Unobstructed visibility and clear delineations between pedestrian paths and vehicular drive aisles should be provided.
- g. Pedestrian access to bus stops should be integrated into the Specific Plan to the greatest extent feasible.
- h. Pedestrian activity areas should be visible and accessible from the public street.

- i. Pedestrian activity areas should include site amenities such as a recreational area with swimming pool and spa, pool furniture, outdoor BBQ island, shade structure, lawn areas for large gatherings; small pocket, play area with game tables and bench for small gatherings; and paseos with specimen trees and seating for small gathering areas.
- j. Pedestrian activity areas should provide a sufficient level of shade for users. Landscaping, canopies or other methods of providing shaded areas should be provided.

## **6. Landscaping Theme**

A Final Landscaping Plan for future development within the Covina Village Specific Plan should be prepared by the parcel owner, prior to any construction. The Final Landscaping Plan is intended to provide a unifying and cohesive design theme for all landscaping improvements to be provided within the Specific Plan for the various future mixed-uses. Landscaping is an integral component of the Specific Plan's overall design by creating an environment that is comfortable, attractive, and complements and enhances the community. The intent of these landscaping guidelines is to ensure uniformity to the site and establish a "sense of place" with both functional and aesthetic considerations. Any landscaping improvement that is not addressed in the Final Landscaping Plan would be subject to those applicable provisions set forth in Title 17 of the CMC. The following landscape Design Guidelines are provided to ensure quality and excellence that will add value to the surrounding community and to create a sustainable environment through responsible design practices, and should be considered with the Final Landscaping Plan.

- a. Perimeter trees along public streets should be a minimum 24-inch box. Drought-tolerant shrubbery and ground cover should also be provided to the greatest extent feasible.
- b. Plantings should create a year-round visual interest through the use of seasonal color, texture, and heights.
- c. Landscaping along Azusa Avenue and Cypress Street should be compatible with adjoining landscaping, subject to the Covina Street Tree Master Plan.
- d. All landscaping should be installed prior to issuance of any Certificate of Occupancy for each construction phase.



- e. Drought tolerant, California native or naturally-adapted species that minimally rely on year-round irrigation should be utilized.
- f. Unless incorporating “bio-swale” style landscaped planters, planters should be constructed with six (6)-inch Portland Cement concrete curbs.
- g. The use of decorative permeable concrete and pavers are encouraged within all landscaped areas, pedestrian areas and paved surfaces.
- h. Landscaping must be an integral component of the overall project design. Areas not utilized by structures, storage, paved walks, driveways or parking should be landscaped.
- i. Landscaping should be maintained in a weed free condition with a combination of trees, shrubs and ground cover.
- j. Landscaping should enhance the quality of developments by framing and softening the appearance of buildings, screening undesirable views, buffering incompatible uses, and providing shade.
- k. Vines and climbing plants on buildings, trellises, perimeter walls, and fences are encouraged, both to create an attractive appearance and to minimize graffiti.
- l. Landscaping along public streets should be consistent and formalized to create an attractive and cohesive community identity.
- m. Trees and shrub spacing should allow for maintenance access at maturity.
- n. Trees and shrubs should be selected based on their mature size and root characteristics. Plants with root systems that uplift hardscape materials should be avoided.
- o. Trees and shrubs should not be planted so close together that they create maintenance problems at maturity.
- p. Landscaping elements, such as bioswales, that absorb water runoff and provide biotreatment are encouraged where appropriate.

- q. Landscaping should be used to separate future commercial businesses from parking areas and to reduce the visual impact of paved surfaces. Landscaping at the base of commercial buildings is encouraged to soften the transition between the building and parking areas.
- r. Landscaping should incorporate sustainable design features where feasible. Such features include, but are not limited to, permeable paving, bioswales, and native landscaping to prevent water runoff, reduce solar heat gain, and minimize the need for extensive maintenance.

## **7. Common and Recreation Areas**

Given that the Specific Plan will provide future mixed-use development, common areas that could be enjoyed by both the residential and commercial uses should be proposed. These common areas or outdoor places are people spaces that extend the indoor environment to the outdoors, and contribute significantly to the character and activity levels of a particular place or space. These common areas are created through the clustering of buildings and landscapes to define outdoor space or recreation areas, and can accommodate an array of functions including social gathering, working, dining, leisure, and recreation.

- a. Residents should have access to common areas for recreation and social activities.
- b. Common areas should be conveniently located to all residential units.
- c. Common areas should be designed to be as visible from as many residential units as possible and/or along pedestrian pathways.
- d. Common areas should be designed with consideration for solar and shade orientation, inclement weather, public access, safety and security, ease of maintenance, usability, and aesthetic quality to the extent possible.
- e. Common areas should not be encroached by any parking, driveway, or right-of-way.
- f. Common areas should be sheltered from the noise and traffic of adjacent streets and/or other uses and activities.

- g. Common areas should be located away from public streets, parking or entry areas unless physically separated by walls, fencing or dense landscaping.
- h. Common areas should be accessible by pedestrian paths from building to building, or from one destination point to another.
- i. Common areas should contribute to and connect with each land use within the Specific Plan area.
- j. Common activity areas should include site amenities such as a recreational area with swimming pool and spa, pool furniture, outdoor BBQ island, shade structure, lawn areas for large gatherings; small pocket, play area with game tables and bench for small gatherings; and paseos with specimen trees and seating for small gathering areas.
- k. Ground surfaces in common areas should maximize permeable surfaces. The use of permeable paving is encouraged to reduce of stormwater runoff. Where it is not possible to provide significant permeable areas on site, collection, storage and re-use of stormwater is encouraged.
- l. Common areas should be located and sized to be usable areas and not merely leftover areas.

## **8. Walls and Fences**

A Final Wall and Fence Plan for future development within the Specific Plan should be prepared by the property owner, prior to any construction. The Final Wall and Fence Plan is intended to provide a unifying and cohesive design theme for common and individual walls and fences for the future mixed-use development within the Specific Plan. Walls and fences are essential as a project-wide design element and therefore, must be consistent with the “feel” of the project. Walls and fences are generally used for security purposes, to define ownership, to mitigate nuisances such as noise, and to screen areas from public view. Any wall or fence that is not addressed in the Final Wall and Fence Plan would be subject to those applicable provisions set forth in Title 17 of the CMC. The following Design Guidelines apply to the residential and commercial mixed-uses being proposed by the Specific Plan and should be considered with the Final Wall and Fence Plan:

- a. Walls and fences should be architecturally designed and consistent with the overall character of the Specific Plan area.

- b. Walls and fences should be painted to match or complement the color of the building. However, if walls were constructed with stone or brick, these particular walls should remain unpainted in order to display the natural color of the materials.
- c. Walls and fences should have an articulated design. Articulation could be created by having regularly spaced posts, changes in height, and by using different building materials at the base, posts, or the cap of the fence/wall.
- d. Permitted materials for walls should include brick, stucco, stamp or decorative masonry and wrought iron/steel tube fencing. No wood, vinyl and/or chain-linked fences are allowed.
- e. Walls and fences should be kept as low as possible while performing their intended function. Walls should be kept to a minimum height to avoid a “fortress” appearance.
- f. Avoid extensive, bare, and plain stretches of wall surface.
- g. The design of the walls and fences should include pilasters, wall caps, crowns, or other architectural features. Pilasters should be spaced every one hundred (100) feet, and at all wall and/or fence corners.
- h. The incorporation of vines on walls and fences is encouraged to reduce the heat temperatures and help reduce graffiti.
- i. Security fencing and perimeter walls for commercial uses should be decorative and consistent with the architecture of the primary buildings.

## **9. Architectural Theme**

Consistency in architectural style and thematic details will enhance the overall image of the Specific Plan area. It is desirable to achieve a consistent “look” throughout the Specific Plan area. Accordingly, the architectural and design theme and style for the overall Specific Plan, the individual buildings, facilities and residential development that will comprise the Specific Plan area, and common amenities and improvements must be well designed and distinctive. The intent is to have project architecture that is representative of the City and its rich history.

Building architecture should utilize consistent themes that do not conflict in design technique and application. Architectural styles and treatments should not duplicate the design of neighboring facades. Rather, it should be a compatible design concept that embraces mid-century traditional architectural philosophy.

#### **10. Building Elevations and Facades, Building Form, Entrances, Windows, and Roofs**

Facades are the external building faces that are visible from a public street or open space. The design of facades often sets the tone for the rest of the building and the neighborhood. The design, rhythm, and composition of facades, achieved through the arrangement of surface articulation, architectural elements, and materials, provide the visual elements that will enhance overall architecture within the Specific Plan area. Well positioned and identified entrances orient the building, create a welcoming public realm, and frame the character of the streetscape. Building massing is the overall shape and size of a building in terms of scale, bulkiness, and relationship to exterior spaces. Care should be taken to articulate the building to create a welcoming public realm and reduce the appearance of undesirable building forms. The site and neighboring conditions are key to developing appropriate massing. The following are Design Guidelines relating to building form and massing, entrances, windows, and roofs, which will define project elevations and facades:

##### **Building Form and Massing**

- a. Building facades should be well-designed and detailed in a way that makes them appear human in scale and reduces visual mass. Design elements could include varying materials, changes in plane, and vertical elements. Architectural elements and accents should be appropriate for the overall building design and form an integral part of the building.
- b. The highest level of articulation should occur on the front facade and facades visible from publicly accessible areas. Blank walls should be avoided and should not face onto pedestrian spaces and streets.
- c. Facades should incorporate “human” and intimate scale architectural details and materials, such as arches, trellises, awnings, signage, recessed entries, or transparent storefronts on lower walls.

- d. Surface detailing, such as painting of stripes or other symbols, should not serve as a substitute for distinctive massing.
- e. All building elevations should have varied architectural treatments comprising of different colors, materials, wall heights and planes, and/or textures.
- f. Unique and enhanced treatments that act to unify the site are encouraged, including, but not limited to, trellises and building façade articulation.
- g. Design features should be consistent on all elevations of a structure. Four-side architecture should be provided. Side and rear façades should be designed consistently with the architectural style and treatments of the front (primary) façade.
- h. Building forms and elevations should be articulated to create interesting roof lines, building shapes, and patterns of shade and shadow while maintaining compatibility with surrounding buildings.
- i. Roof materials and colors are important aspects of the overall building design. These elements should be consistent with the desired architectural style and complimentary to adjacent structures.
- j. Buildings should be divided into distinct massing elements. Building facades should be articulated with architectural elements and details. Building heights should be at finished grade.
- k. To reduce mass and bulk, facades should be “broken” by vertical and horizontal variations in wall and roof planes, building projections, projecting ribs, reveals, balconies, doors and window bays, and similar design elements.
- l. Massing design should include appropriate variation in the footprint, setbacks, wall plane projections and recesses, wall height, and roof form.
- m. Building height should be compatible with and transition from the heights of adjacent developments.
- n. Massing should consider passive solar and wind orientation to maximize natural daylighting and ventilation.

- o. Gutters, scuppers and downspouts should be integrated into the exterior design and not “tacked on.” These items must be finished to blend in with the background material or be integrated into the architectural design.

### **Entrances**

- a. The size of doors and windows should relate to the scale and proportions of the overall structure. Large, monumental entries are discouraged.
- b. Building entries should be attractively designed as an important architectural feature of the building or development.
- c. All building entries should have a strong relationship with a fronting street, internal pedestrian walkway and/or common areas as appropriate to the overall design concept.
- d. The use of awnings, canopies, and overhangs that fit entrance or window openings are encouraged to provide visual appeal and protection from the weather.
- e. All building entrances should adhere to the requirements of the Americans with Disabilities Act (ADA) and have direct at-grade access at ground level.
- f. Rear entrances should not be more prominent than the front, primary entrance. Public rear entrances should be visible and easily located.
- g. For mixed-use buildings, separate entrances and pedestrian accessible pathways should be provided for residential and non-residential uses.

### **Windows**

- a. Windows are a key architectural element for providing rhythm and scale on a facade. Windows provide a building with natural light and fresh air, and frame views. The size of doors and windows should relate to the scale and proportions of the overall architectural style.
- b. Windows should maximize desirable natural lighting and air circulation.

- c. Shaped window frames and sills should be used and should be proportional to the window that is being framed.
- d. For residential developments, windows and doors should be recessed to prevent wall surfaces from being monotonously flat.
- e. For commercial uses, ground level facades should have a minimum 50 percent of commercial windows to provide transparency, visual interest, and a safe and active street scene.
- f. Windows should allow building users to have “eyes on the street” for natural surveillance.
- g. The use of security grilles on windows is discouraged because they communicate a message of high crime and are difficult to integrate into the building design. If security grilles are necessary, they should be placed inside the building behind the window.

### **Roofs**

- a. Roof form and design are important to the overall architectural character of the building. Roofs and rooflines should be cohesive in design throughout a building or group of buildings, including accessory buildings. Overly complex and distracting roofs are not encouraged.
- b. Roof massing, materials, and design should be consistent with the desired architectural style and complimentary to adjacent structures.
- c. Roof pitches and materials should appear residential in character and should consider the prevailing roof types in the neighborhood.
- d. The use of light-colored roofing materials or green roofs to reflect heat and reduce cooling in buildings is encouraged.
- e. Parapets should have sufficient articulation of detail such as precast treatments, continuous banding or variety in pitch (sculpted).
- f. The use of solar panels on roofs is encouraged.



- g. Rooftop equipment should be screened and not visible from ground level. Buildings with flat or low-pitched roofs should incorporate parapets, pitched facades or architectural elements designed to screen roof-mounted mechanical equipment and be architecturally compatible with the design of the building facade.

## **11. Quality Materials and Colors**

Appropriately applied color and material choices create interest and support a sense of place in the neighborhood and City. All future development should consider the following Design Guidelines:

- a. Materials used for the exterior of any building or facility should be of a quality that is appropriate and consistent with the chosen architectural style. Recommended base materials include: ceramic tile, colored stucco, and brick and stone veneer.
- b. Materials such as plywood, rustic wood, plain concrete, sheet pressboard or vinyl siding should be avoided.
- c. All building elevations should have varied architectural treatments comprising of different colors, materials, wall heights and planes, and/or textures.
- d. Facade treatment materials and architectural elements should be of a good quality, durable, and weather resistant to create buildings that are long lasting and could be adaptively reused over time.
- e. Building materials and landscaping should be chosen carefully for their ability to be maintained in a cost-effective manner at the same high quality as when they were originally installed.
- f. Buildings should incorporate sustainable design practices. The daylighting of buildings, the use of energy efficient appliances, and incorporating permeable surfaces are some of the ways to reduce energy demand and promote resource conservation.
- g. Color should be used to create visual interest and scale.
- h. Color and material applications on a facade should be varied to create visual articulation and accentuate architectural details compatible with the architectural character of the building.

- i. Materials and colors should be used to imply form changes, particularly for entrances, massing changes, and different uses.
- j. Materials and finishes should be durable and weather resistant.
- k. Material choice and location should minimize reflective surfaces or glare.
- l. Materials and technologies that minimize environmental impacts, reduce energy and resources are encouraged.

## **12. Retail, Administrative Office, and Commercial Guidelines**

The following Design Guidelines should be considered for all commercial uses including retail, office, and other general commercial uses.

- a. Building heights should not exceed 36 feet (maximum).
- b. Window signage on the first floor should only include text relating to hours of operation, emergency contact, and related information. Window wraps should be discouraged.
- c. The use of standardized “corporate” or “franchise” architectural styles is discouraged for commercial buildings.
- d. Building entries should provide a prominent sense of entry for easy identification and should not front onto residential uses.
- e. The use of architectural projections, columns, entry lobbies or other design elements are encouraged.
- f. When possible and appropriate, interior spaces are encouraged to extend into the outdoors, both physically and visually. This could be achieved through awnings and overhangs, outdoor dining spaces or other features.
- g. Building siting and design should encourage pedestrian activity.
- h. Safe, convenient pedestrian links should be designed between parking areas and businesses.
- i. Landscaping should enhance the quality of commercial developments by framing and softening the appearance of buildings, screening undesirable views, buffering incompatible uses and providing shade.

- j. All roof mechanical equipment should be screened from public views. Whenever possible, screening should be accomplished by primary building elements, such as a parapet wall, rather than an add-on screen after the building is constructed.
- k. Loading and service areas should be separate from the primary public access and should not face publicly accessible spaces.
- l. The use of security grilles on windows is discouraged because they communicate a message of high crime and are difficult to integrate into the building design. If security grilles are necessary, they should be placed inside the building behind the window.
- m. Storage, trash, and equipment areas should be screened from publicly accessible spaces and/or neighboring residential uses. Landscaping could be used to screen these areas.
- n. Screening should be compatible with the design of adjacent architecture. Trash enclosures should use forms, materials and color applications similar to the primary building(s).
- o. Trash and/or storage enclosures should be located so that the doors do not interfere with landscaping and pedestrian and vehicle circulation.

### **13. Signage Theme and Types**

A Final Sign Program for future developments of Planning Area 1 and Planning Area 2, within the Specific Plan, should be prepared by the property owner, prior to any construction. The Final Sign Programs are intended to provide a unifying and cohesive design theme and should identify the various types of signs (including pole signs) that would be installed within the Specific Plan area, location of all signs whether its located on the ground or on the building, materials of the signs, lighting methods, sign design, lettering style, and sign and lettering dimensions. Any sign that is not addressed in the Final Sign Program would be subject to those applicable provisions set forth in Title 17 of the CMC. The following provides guidelines for preparation of the Final Sign Program.

- a. Signage should be architecturally integrated into and be complimentary to the overall architectural goals for the Specific Plan area and may include: residential community identification signage; tenant signs; street right of way informational signs; and monument style identification signs.

- b. Signs should be appropriately located to identify uses from the public right-of-way.
- c. Business identifying features should only be located on the business building.
- d. Illuminated signs could be allowed, subject to review and approval by the Director.

#### **14. Lighting**

Lighting within the Specific Plan area should be designed to enhance architectural style, contribute to cohesion throughout the Specific Plan area, and provide sufficient illumination to ensure an appropriate level of public safety, without creating off-site nuisance light and glare spillage impacts. The following are Design Guidelines to ensure that these objectives are achieved:

- a. Decorative lighting standards within the Specific Plan area should be architecturally consistent and compatible with the primary building architectural theme elements. Lighting should be designed as part of the overall architectural style to enhance the project building's form, colors, and materials.
- b. The use of decorative and accent lighting is encouraged to provide a vibrant and creative night-time viewshed of the project.
- c. Accent lighting, when provided, should be period appropriate, complement architectural design, and deliberately placed to enhance related architectural features.
- d. Light fixtures and structural supports should be architecturally compatible with the adjacent building(s) and may include geometric, streamlined, protecting, or fanciful stylistic designs.
- e. Light color and color temperature may include vibrant or bright selections in warm to cool color temperatures. Color and cool color temperature may be selected for a singular, bold enhancement or used sparingly throughout the Specific Plan area to create cohesion against a backdrop of ambient light color and warmer temperature.
- f. Lighting should minimize contribution to light pollution. The lighting of full facades or roofs, lights aimed directly at the sky, lights projecting off site, and exposed bulbs are discouraged.

Limited neon lighting is allowable in historic and may be used in limited quantity in new fixtures or signs.

- g. All building entrances, vehicle entrances, driveways, parking and service areas, pedestrian entrances, walkways, and activity areas should be properly lighted to maintain a safe environment.
- h. Lighting in parking areas should be arranged to prevent direct glare into adjacent residential units.
- i. Lighting should be designed with consideration of day and nighttime activities in the area. Lighting should create a nighttime ambiance that complements the adjacent buildings and surrounding areas, and promotes a sense of safety.
- j. Pedestrian-scaled lighting for sidewalk and street illumination is encouraged. Lighting should enhance the pedestrian experience at night and should be consistent with the character of the public space.
- k. Animated Lighting is not encouraged on a large-scale or near streets but small-scale animated lighting may be used selectively to identify secondary entries or uses.
- l. The latest technical and operational energy conservation concepts should be considered in lighting designs.
- m. Overhead service wires or exposed conduits should not be used.
- n. Bollards are intended to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design should coordinate with other streetscape furnishings. In locations, where emergency access could be necessary, removable bollards are encouraged.

## **15. Accessibility**

The following Design Guidelines ensure that future mixed-use developments proposed within the Specific Plan are provided with sufficient and safe access:

- a. Emergency and public safety access should be provided for both Planning Areas 1 and 2.

- b. Site access, parking and circulation should be arranged in a logical manner to promote safety, efficiency, convenience and minimize conflict between vehicles and pedestrians.
- c. Developments should integrate and encourage use of alternative modes of transportation, such as bicycles, by providing safe, convenient and attractive facilities.
- d. Bicycle storage facilities such as decorative racks or lockers should be provided as necessary. Bicycle storage should be easily accessible from the street and the pedestrian routes.

#### **16. Green Building and Sustainable Design**

Green building and sustainable design guidelines refer to both a structure and the application of processes that are environmentally responsible and resources-efficient throughout the “life cycle” of a building, structure, and/or project. Life cycle is defined from planning to design, construction, operation, maintenance, renovation, and demolition.

- a. Building and site design should strive to integrate sustainable practices that conserve energy and water resources, reduce waste, and reduce the effects of urban heat gain.
- b. Buildings should be designed to utilize the environment to the greatest extent, such as utilization of natural daylighting and ventilation.
- c. Use of Leadership in Energy and Environmental Design (LEED) building components and achieving LEED certification is encouraged.
- d. Use of materials and technologies that minimize environmental impacts, energy, and resources is highly encouraged.
- e. Use of photovoltaic cells on roof tops is encouraged.
- f. Use of pervious surfaces and paving is encouraged to the greatest extent.
- g. Outdoor trash and storage areas should be covered to reduce pollution introduction.
- h. Sweeping, vacuuming, or high pressure, low volume devices should be used on outdoor areas instead of spraying or hosing with water.

- i. Landscaping should be provided within large paved areas to reduce heat temperatures.

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## **VII. ADMINISTRATION AND IMPLEMENTATION**

### **A. Specific Plan Implementation**

The Covina Village Specific Plan was prepared in accordance with Government Code §§ 65451, et seq. Together with the Covina Municipal Code (CMC) and other applicable law, this Specific Plan establishes the development and zoning standards, guidelines, regulations, and requirements for the Specific Plan area. This Specific Plan provides for a unique mix of residential and commercial uses within the Specific Plan area. The City recognizes the Specific Plan area as a special place in the City and therefore, proposes to establish customized development and design regulations and standards that accommodate and respond to the needs of future mixed-use development.

It is intended that all City review and approval requirements and processes be consolidated and streamlined as much as possible. Accordingly, the Development Review processes described in this chapter has been established to streamline and simplify review and approval of future residential and commercial development and design within the Specific Plan area. The Development Review processes provides the City with the opportunity to ensure that future mixed-use development proposals comply with the development and design standards contained in this Specific Plan document and other relevant documents and requirements of the City.

### **B. Zoning Code Consistency**

This Specific Plan takes precedence over the CMC in the event of any conflict and provides the zoning regulations and procedures for the Specific Plan area. In the event of a conflict between the provisions of Title 17 of the CMC and the provisions of this Specific Plan, the provisions of this Specific Plan shall control.

### **C. Review and Approval Processes and Procedures for Future Mixed-Use Development Within the Specific Plan Area**

All buildings and structures shall be designed and developed in conformance with those development standards, guidelines, and provisions contained in this Specific Plan and all other applicable standards contained in the CMC. All development projects shall undergo a Site Plan Review process pursuant to the provisions of CMC Chapter 17.64. In addition, the following describes the procedures for Use Determinations and Appeals for future mixed-use development applications within the Specific Plan area.

#### **1. Site Plan Review Process and Findings for Approval**

All development projects within the Specific Plan area are subject to the Site Plan Review procedures set forth in Chapter 17.64, Site Plan Review, of the CMC, which describes a required Pre-Application Conference, Submittal Requirements and



Applications, Approval Authority, Review Process, Approval Conditions, Appeals, and Fees. The Site Plan Review process provides the City with the opportunity to ensure future residential and commercial mixed-use development proposals and supportive infrastructure and utility improvements are provided to comply with the provisions of this Specific Plan, the CMC, and other City plans and programs.

The following findings shall be made to approve any Site Plan Review development proposals:

- a. The project is consistent with the provisions of this Specific Plan.
- b. The project's design and building architecture is complimentary and compatible with other projects within this Specific Plan.
- c. The project's building design and architecture incorporates interesting materials, design features, varying building planes, roof lines and accent features.
- d. The overall project design and architecture are of high quality and innovative design, use quality construction materials, and creatively use landscape and hardscape materials in order to create a "signature" development for the City.
- e. The project is consistent with the City's General Plan.
- f. The project will not result in any significant unavoidable adverse environmental impact.

## **2. Use Determination Process and Findings for Approval**

When an unlisted use is proposed within any of the Planning Areas or when classification of an unlisted use is requested, it shall be the duty of the Director of Community Development to determine whether the proposed unlisted use is similar and not more obnoxious or detrimental to the public health, safety and welfare pursuant to Chapter IV (Allowable Uses) of this Specific Plan.

In determining "similarity," the Director of Community Development shall make the following findings:

- a. The proposed use meets the intent of, and is consistent with, the goals, objectives and policies of the General Plan and the Specific Plan.
- b. The proposed use does not adversely impact the public health, safety and/or general welfare of the City's residents.

- c. The proposed use will not adversely affect property values.
- d. The proposed use shares characteristics common with those similar uses listed in Chapter IV, Allowable Uses of this Specific Plan.
- e. The proposed use does not generate more environmental impacts than those similar uses listed in Chapter IV, Allowable Uses of this Specific Plan.

The decision of the Community Development Director shall become final unless appealed to the Planning Commission in accordance with Chapter 17.64.080 of the CMC.

### **3. Process for Appeals**

An applicant may appeal any decision related to the Site Plan Review and Use Determination processes, procedures, and/or approvals pursuant to those provisions described in Chapter 17.64.080 of the CMC.

### **4. Review and Approval Authority of the Director of Community Development**

The Director of Community Development's responsibilities shall include administering, interpreting, and enforcing all requirements of this Specific Plan, including the acceptance of all land use permit applications and approvals of Minor Modifications to the Specific Plan as described in Section C.7. (Minor Modifications) in this chapter below. If deemed necessary, the Director of Community Development may refer matters involving development issues to the Planning Commission, and may consult the City Attorney on questions of interpretation. Any decision of the Director of Community Development may be appealed to the Planning Commission in accordance with those provisions described in Chapter 17.64.080 of the CMC.

### **5. Review and Approval Authority of the City Planning Commission and City Council**

In accordance with Chapter 17.64.050 of the CMC, all Site Plan Review applications shall be approved by the City Planning Commission. Any decision of the Planning Commission, including conditions of approval may be appealed to the City Council in accordance with those provisions described in Chapter 17.64.080 of the CMC.

### **6. Minor Modifications and Other Amendments to Specific Plan Provisions**

The Specific Plan provisions are intended to be flexible and responsive to the needs of the City and future mixed-use development within the Specific Plan area. The Site Plan Review ensures that future residential and commercial development

will comply with those development and design standards contained in this Specific Plan document and other relevant requirements and documents of the City. Therefore, separate design-related approvals are not generally required. This Specific Plan provides for consolidated and streamlined reviews and allows the Community Development Director to make flexible interpretations that should accommodate most future mixed-use development.

It should be noted, however, that this Specific Plan does also provide relief for future developments that could potentially deviate from those standards and provisions contained in this Specific Plan. This Specific Plan allows for Minor Modifications and Other Amendments to the Specific Plan, which are described in the following sections.

## **7. Minor Modifications**

Minor Modifications encompass minor and reasonable deviations or alterations to project plans. The Community Development Director has the authority to approve the following Minor Modifications:

- a. Minor Modifications to approved plans that do not create a noticeable difference in the exterior of the building design. Such minor alterations would not include the elimination of approved building materials.
- b. Minor Modifications to the Site Plan where it can be demonstrated that such modifications will not substantially alter the locations of structures and uses and will not result in alteration of any plan features such as common areas, number of parking spaces, and/or similar items.
- c. Minor Modifications shall not result in a substantial quantifiable alteration to the approved development plan greater than ten percent (10%) in the instances where building size, setback distances, amount of required landscaped area or similar quantifiable distances and building and open spaces sizes are considered. For example, if a Minor Modification for a previously approved setback of five (5) feet is requested, the greatest alteration that may be granted in the Minor Modification is a six (6) inch reduction to the previously approved five (5) foot setback to 4 feet, 6 inches.
- d. Minor Modifications to the following development standards that would not significantly affect the overall design and visual quality of the Specific Plan area may be allowed:
  - Building setback deviation: up to ten percent (10%).

- Height of fence or wall deviation: up to ten percent (10%). In commercial zones, a modification of twenty percent (20%) may be allowed.
  - Projections into required setbacks up to ten percent (10%).
  - Building height increase: up to ten percent (10%).
  - Reduction in off street parking requirement: up to ten percent (10%).
  - All other dimensional or percentage limitations or requirements: up to ten percent (10%).
- e. Technical corrections to maps, diagrams, tables, and other similar documents that may be required to reconcile the changes made by the Specific Plan with any applicable law.
  - f. Minor Modifications to design criteria such as paving treatments, architectural details and other related criteria.
  - g. Minor Modifications to landscape treatments, fencing, lighting, trails, and entry treatments, provided the modifications are in substantial conformance with the purpose and intent of the specified design criteria.
  - h. Minor Modifications to any portion of the Specific Plan as initiated by the City.
  - i. Minor Modifications in any internal Specific Plan Area boundary.
  - j. Any other Minor Modification deemed appropriate by the Director of Community Development.

The Director of Community Development shall make the following findings when approving Minor Modifications:

- a. The Minor Modification meets the intent of, and is consistent with, the goals, objectives and policies of the General Plan and the Specific Plan.
- b. The Minor Modification does not adversely impact the public health, safety and/or general welfare of surrounding properties or the City's residents.
- c. The Minor Modification would not alter any findings contained in the environmental document prepared for the approval.
- d. The Minor Modification would not affect the ability to meet infrastructure and service provisions contained in the Specific Plan.

The decision of the Community Development Director shall become final unless appealed to the Planning Commission in accordance with Chapter 17.64.080 of the CMC.

**8. Process for Appeals of Minor Modifications**

An applicant may appeal any Community Development Director decision related to the Minor Modification process, procedures, and/or approvals pursuant to those provisions described in Chapter 17.64.080 of the CMC.

**9. Process for Other Amendments to the Specific Plan**

Projects that deviate from those standards and requirements contained in the Specific Plan, which are not considered Minor Modifications, require an Amendment to the Specific Plan. Any Amendment to the Specific Plan requires Planning Commission and City Council approval, pursuant to the provisions of the CMC.

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## **VIII. Provisions for Existing Improvements and Additions**

Existing improvements on site must comply with the following:

1. Improvements already operational and site conditions may be maintained, repainted, and repaired without having to conform to the provisions of this Specific Plan.
2. All proposed additions, enlargements and improvements must conform to those development standards and design guidelines described in this Specific Plan.
3. Review and approval of all repairs, additions, improvements, and all other similar activities is required by the Community Development Director.

## **IX. Environmental Review**

A Revised Environmental Impact Report (EIR) was prepared in accordance with CEQA Guidelines and requirements to environmentally analyze and clear the proposed mixed-use development described in this Specific Plan. The Community Development Director will review all future mixed-use development proposals on a case-by-case basis and will make applicable findings to ensure that all future development proposals are consistent with those standards and requirements contained in this Specific Plan document and the analyses and mitigation measures provided by the EIR. As part of the City's review, additional CEQA documentation may be required for each future development proposal, if deemed necessary and appropriate.

## **X. Special Mixed-Use Development Requirements**

This Specific Plan provides for a unique mix of residential, public and commercial uses within the Specific Plan area. The overall intent is to provide flexibility in development requirements to facilitate good mixed-use design and construction. Due to this flexibility, there are Planning Areas that will allow either residential or commercial development to occur. A requirement of this Specific Plan is that, regardless of the Planning Area, any development must comply with those standards and requirements that apply to the proposed use. For example, should commercial development be proposed, said commercial development must comply with those commercial development standards and requirements that have been established in this Specific Plan and the CMC. Should residential development be proposed, said residential development must likewise, comply with those residential development standards and requirements that have been established in this Specific Plan and the CMC.

## **XI. ATTACHMENTS**

- Exhibit 1. Local Vicinity Map
- Exhibit 2. Existing Plan Zoning
- Exhibit 3. Existing General Plan Land Use
- Exhibit 4. Proposed General Plan Land Use
- Exhibit 5. Project Planning Area No.'s 1 and 2
- Exhibit 6. Site Plan- Covina Village
- Exhibit 7. Open Space Plan
- Exhibit 8. Schematic Landscape, Wall & Fence, Lighting, Planting and Trash & Hauler Circulation Plans
- Exhibit 9. Quick Quack Car Wash Elevations
- Exhibit 10. Dutch Bros Elevations

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Exhibit 1 - Local Vicinity Map

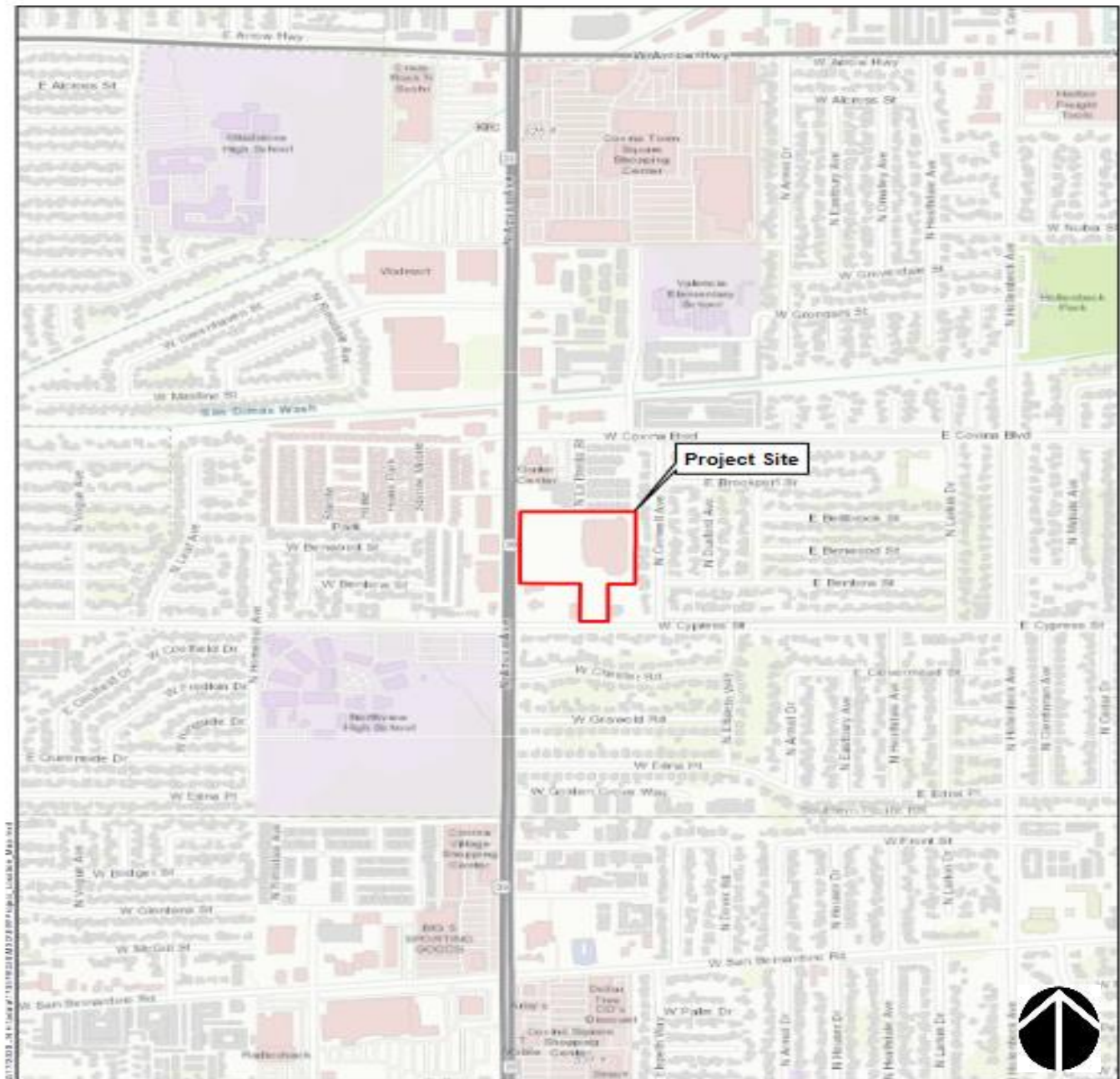
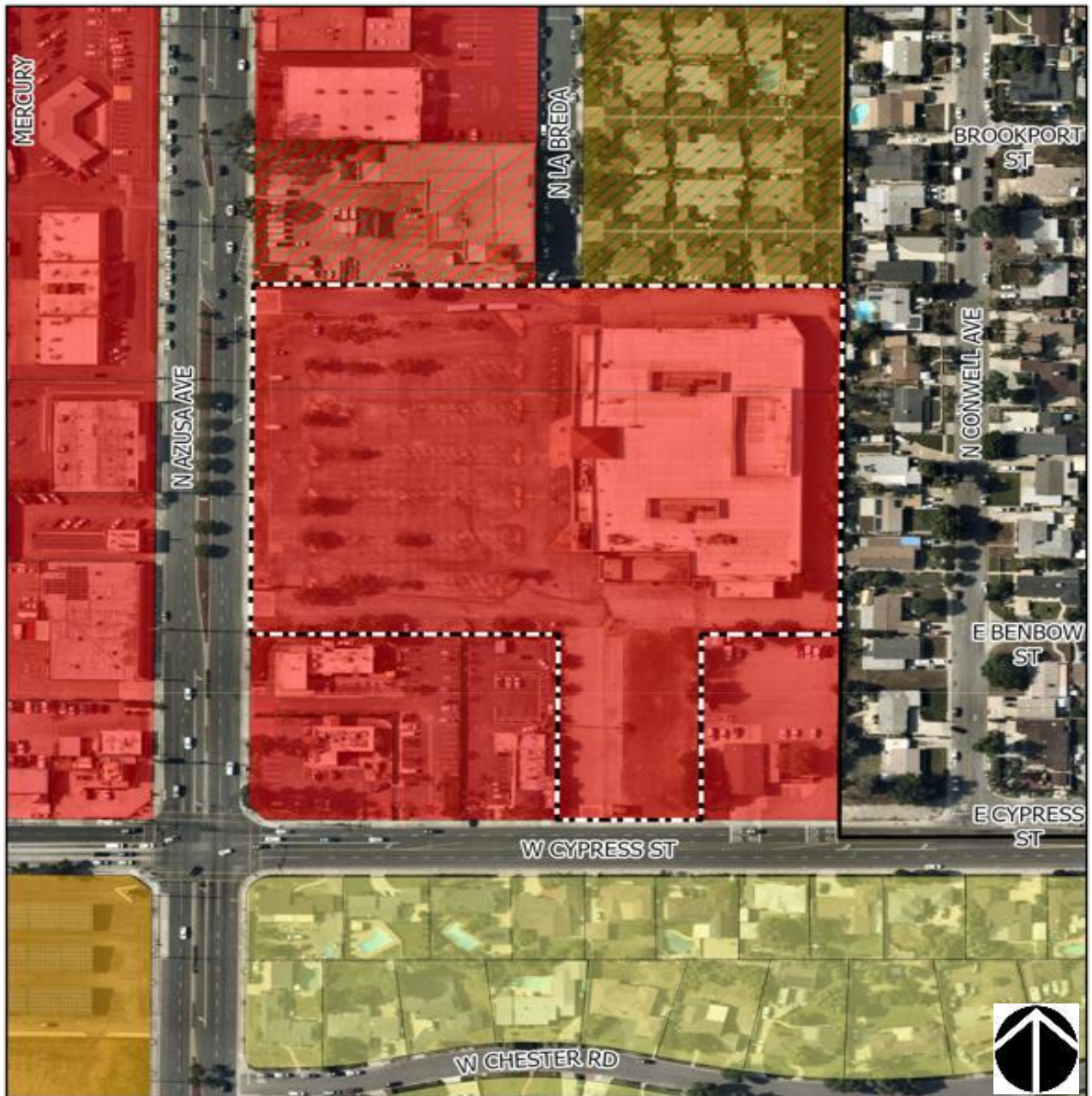





Exhibit 2 - Existing Zone Map




- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li> Covina Village Specific Plan</li> <li><b>Single Family Residential Zones</b></li> <li> R-1-7500</li> </ul> | <ul style="list-style-type: none"> <li> R-1-10,000</li> <li><b>Multiple Family Zones</b></li> <li> RD (PCD)</li> </ul> | <ul style="list-style-type: none"> <li><b>Commercial Zones</b></li> <li> C-4</li> <li> C-4 (PCD)</li> <li> City Boundary</li> </ul> |
|--|--|---|

**Exhibit 3 - Existing General Plan Land Use**



**Legend**

 General Commercial

**Exhibit 4 - Proposed General Plan Land Use**





**Legend**

 Covina Village Specific Plan

Exhibit 5 - Project Planning Area No.'s 1 and 2



Legend

-  Planning Area No. 1
-  Planning Area No. 2

# Exhibit 6 - Site Plan - Covina Village

## SITE PLAN COVINA VILLAGE

RETAIL, COMMERCIAL & LIVE WORK-TOWNHOMES  
 TENTATIVE TRACT MAP NO. 82316 & TENTATIVE PARCEL MAP NO. 84018  
 BAS WEST CYPRESS STREET & 1000 NORTH AZUSA AVENUE  
 IN THE CITY OF COVINA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

### PROJECT SUMMARY:

OWNER (TM NO. 82316): HELM FINES  
 8650 REDBUSH DRIVE, SUITE 100  
 22500 VAN COTT AVENUE  
 2264 MARICOPA STREET  
 TORRENCE, CA 90503 (CONSULTANT)  
 1520 BROOKMOUNT DRIVE, SUITE 33  
 SANTA ANA, CA 92705  
 3200 S. MICHIGAN AVENUE, SUITE 404  
 BIRMINGHAM, CA 92603

OWNER (TM NO. 84018): H&M INVESTMENTS, LLC  
 2264 MARICOPA STREET  
 TORRENCE, CA 90503 (CONSULTANT)  
 1520 BROOKMOUNT DRIVE, SUITE 33  
 SANTA ANA, CA 92705  
 3200 S. MICHIGAN AVENUE, SUITE 404  
 BIRMINGHAM, CA 92603

DESIGNER: H&M INVESTMENTS, LLC  
 2264 MARICOPA STREET  
 TORRENCE, CA 90503

PROJECT LOCATION:  
 1000 NORTH AZUSA AVENUE  
 COVINA, CA 91723

APN: 847-001-011 & 847-001-001  
 ZONE: "Y" (FLOOD INSURANCE RATE MAP)  
 COMMUNITY PLAN NO. 003317010F

GENERAL COMMERCIAL  
 BEARING GENERAL PLAN: COVINA VALLEY SPECIAL PLAN  
 GENERAL COMMERCIAL ZONE (MHWMT) (C-4)

PROPOSED GENERAL PLAN: COVINA VALLEY SPECIAL PLAN  
 GENERAL COMMERCIAL ZONE (MHWMT) (C-4)

PROPOSED ZONING: GENERAL COMMERCIAL ZONE (MHWMT) (C-4)

STREET DEDICATION: 344,143 SF = 7,943 ACRES  
 3,175 SF = 0.073 ACRES  
 344,738 SF = 7,915 ACRES

NET SITE AREA: 222,537 SF = 5.108 ACRES

21 LOTS (REGULAR): 222,537 SF = 5.108 ACRES

1. LOT AREA TOTALS: 21 LOTS

13 - PLAN 1: 1,537 SF  
 2 - PLAN 2: 1,537 SF  
 25 - PLAN 3: 1,537 SF  
 21 - PLAN 4: 1,537 SF  
 8 - PLAN 5: 1,537 SF  
 8 - PLAN 6: 1,537 SF

BARBER'S SUMMARY:  
 GARAGE STALLS PROVIDED: 194 STALLS  
 GARAGE STALLS PROVIDED: 194 STALLS  
 SHARED GARAGE STALLS: 41 STALLS  
 TOTAL PARKING PROVIDED: 235 STALLS (AMT)  
 (235 STALLS/AMT)

COMMON OPEN SPACE: 38,877 SF (9.0% AMT)  
 BIKEWAY OPEN SPACE: 10,138 SF (2.3% AMT)  
 TOTAL OPEN SPACE: 49,015 SF (11.3% AMT)

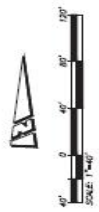
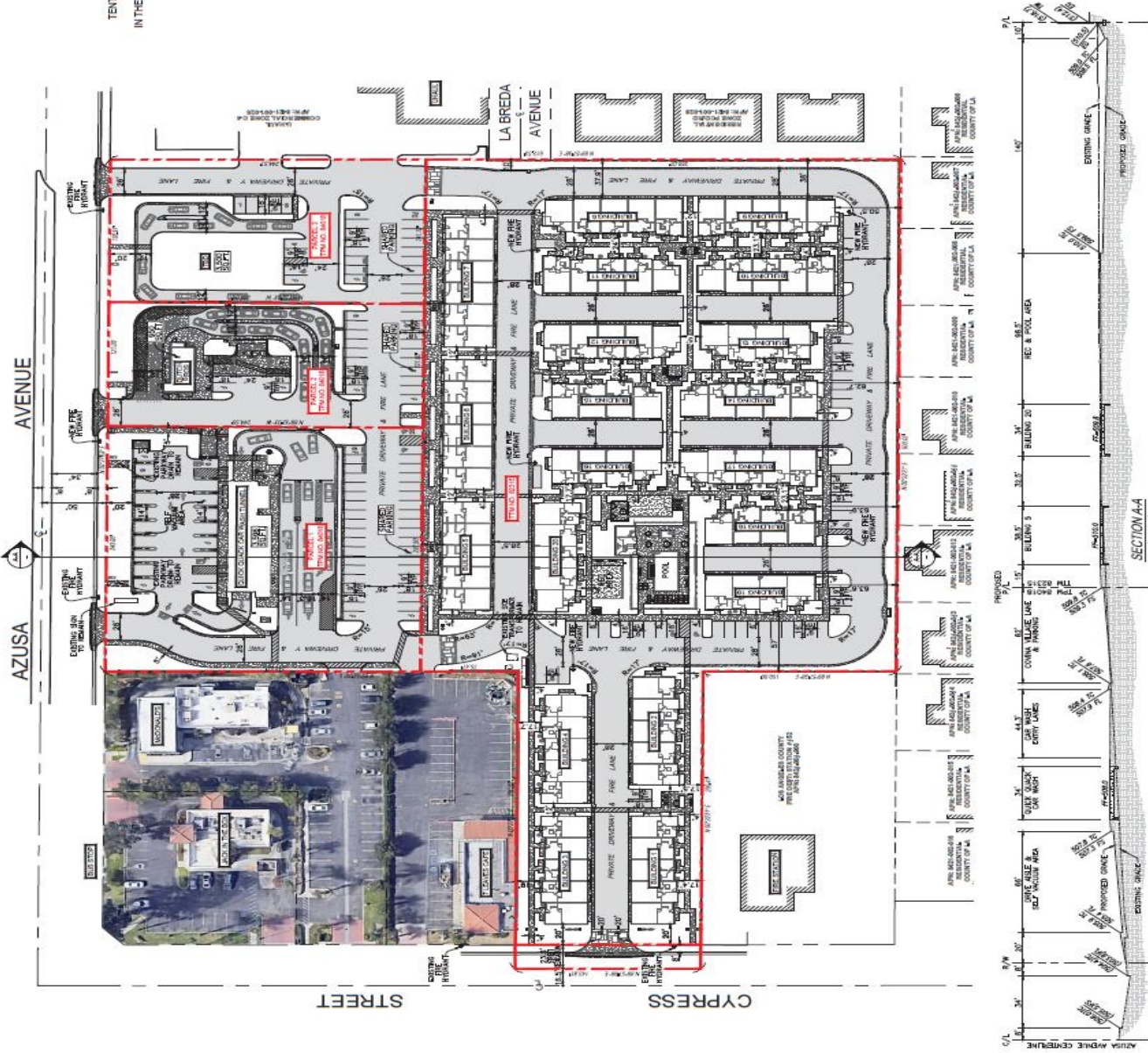
TRAFFIC SIGNAL: 107,100 SF = 2.400 ACRES  
 TRAFFIC SIGNAL: 107,100 SF = 2.400 ACRES  
 PARCEL 2: (DUTCH BRIDGE) 28,504 SF = 0.659 ACRES  
 PARCEL 3: (TRIO) 34,442 SF = 0.788 ACRES

PARCEL 1: BUILDING (DUTCH BRIDGE): 3,396 SF  
 PARCEL 2: BUILDING (DUTCH BRIDGE): 1,950 SF  
 PARCEL 3: BUILDING (TRIO): 3,350 SF

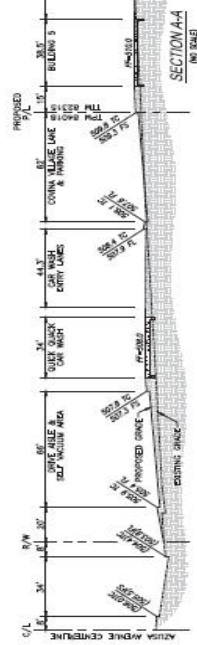
TRAFFIC SIGNAL SUMMARY: 15 SPACES (4' X 10')  
 NON-TENDONED: 4 SPACES  
 STANDARD: 51 SPACES (9' X 18')  
 SHARED USE WORK - 41 SPACES (9' X 18')  
 TOTAL: 111 SPACES

### PRIVATE DRIVEWAYS AND FIRE LANE:

THE PRIVATE DRIVEWAYS PROVIDED AS PRIVATE DRIVEWAYS FOR ACCESS THROUGHOUT THE DEVELOPMENT SHALL BE LARGELY AS "PRIVATE DRIVEWAYS" ON THE FINAL MAP. THE PORTION OF THE PRIVATE DRIVEWAY PROVIDED FOR FIRE APPARATUS ACCESS SHALL BE IDENTIFIED AS "FIRE LANE" ON THE FINAL MAP. ALL DRIVEWAYS AND DRIVEWAYS SHALL BE CLEARLY IDENTIFIED WITH A COMPLIANCE REQUIRED PER TO FINAL MAP CLEARANCE.



DATE PREPARED: MARCH 23, 2022



# Exhibit 7 - Open Space Plan

**OPEN SPACE SUMMARY (RESIDENTIAL COMPONENT)**

REQUIRED OPEN SPACE	11,640 SF (120 SF/UNIT)
COMMON OPEN SPACE	9,700 SF (100 SF/UNIT)
PRIVATE OPEN SPACE	21,340 SF (220 SF/UNIT)
<b>TOTAL OPEN SPACE</b>	<b>42,680 SF</b>

PROVIDED OPEN SPACE	38,877 SF (400.8 SF/UNIT)
COMMON OPEN SPACE	10,191 SF (105.0 SF/UNIT)
PRIVATE OPEN SPACE	49,068 SF (505.8 SF/UNIT)
<b>TOTAL OPEN SPACE</b>	<b>59,259 SF</b>

PRIVATE OPEN SPACE	
UNIT 1	65 SF BALC. X 13 UNITS = 865 SF
UNIT 2	76 SF BALC. X 21 UNITS = 1,596 SF
UNIT 3	65 SF BALC. X 25 UNITS = 1,625 SF
UNIT 4	61 SF BALC. X 21 UNITS = 1,281 SF
UNIT 5	65 SF BALC. X 8 UNITS = 520 SF
UNIT 6	90 SF BALC. X 9 UNITS = 810 SF
GROUND FLOOR PATIOS	= 3,553 SF
<b>TOTAL PRIVATE PROVIDED</b>	<b>10,191 SF</b>

COMMON OPEN SPACE	
AREA 1 =	3,129 SF
AREA 2 =	3,823 SF
AREA 3 =	15,094 SF
AREA 4 =	5,579 SF
AREA 5 =	6,902 SF
AREA 6 =	4,350 SF
<b>TOTAL COMMON PROVIDED =</b>	<b>38,877 SF</b>

- NOTES:**
- CALCULATIONS DO NOT INCLUDE ADDITIONAL AREAS OF LESS THAN 15' WIDE DIMENSIONS OR PERIMETER LANDSCAPED AREAS
  - COMMERCIAL COMPONENT DOES NOT REQUIRE OPEN SPACE STANDARDS FOR AREA
  - THERE ARE 15 RESIDENTIAL UNITS THAT DO NOT HAVE PRIVATE PORCHES IN DESIGN. THIS IS MADE UP FOR BY EXCESS COMMON OPEN SPACE AREAS AND AMENITIES
  - LIFEWK. UNITS EACH HAVE PRIVATE BALCONIES AS NOTED, BUT DO NOT HAVE PRIVATE PORCHES IDENTIFIED DUE TO ADA PATH OF TRAVEL REQUIREMENTS FOR WORK SPACE IN EACH UNIT/ LIFEWK. RESIDENTS HAVE FULL ACCESS TO RESIDENTIAL COMMON OPEN SPACE AREAS AND AMENITIES.

**LEGEND:**  
 COMMON OPEN SPACE  
 PRIVATE OPEN SPACE



1000 AZUSA AVE - MIXED USE

COVINA, CA

OPENSACE EXHIBIT

# Exhibit 8 - Schematic Landscape, Wall & Fence, Lighting, Planting, and Trash & Hauler Circulation Plans

**LEGEND**

1. Reconstituted area with swimming pool, spa, and pool furniture, Outdoor BBQ island, Street Storage and lawn areas for large gatherings.
2. Small pocket city area with green tables and benches for small gatherings.
3. Piazza with fountain and seating for small gatherings.
4. Shared community outdoor mall area, per USGBC review and approval.
5. Proposed wall, planter, gate or fence, per ILLI & Fence Plan.
6. Existing wall to remain, per ILLI & Fence Plan.
7. Enhanced paving at main project entry.
8. Enhanced paving at secondary project entry.
9. Light fixture.
10. Proposed fence or privacy screen.
11. 4' wide community natural colored concrete sidewalk with light topcoat finish and saw-cut joints.
12. Accessible parking stall and striping, per Civil plans.
13. Guest parking stall.
14. Natural colored concrete driveway with light brown finish and beveled joints.
15. Proposed wider stoop at unit entries.
16. Proposed entry Project monument.
17. Proposed A/C units, per the architect.
18. Concrete area landscape, hedges, tables and stools, wheelchair accessible, commonly for big section (back in ratio) for per owners.
19. Property line.
20. Public street P.O.V.
21. Proposed public street sidewalk, per Civil plans.
22. Transition to be screened with landscape, quantity and final locations to be determined.
23. Short term tree parking (a later note to accommodate 8 (the table)).
24. Existing commercial sign to remain, per Civil plans.
25. Light fixture.
26. Access Point: Curbside.



Scale: 1" = 40'

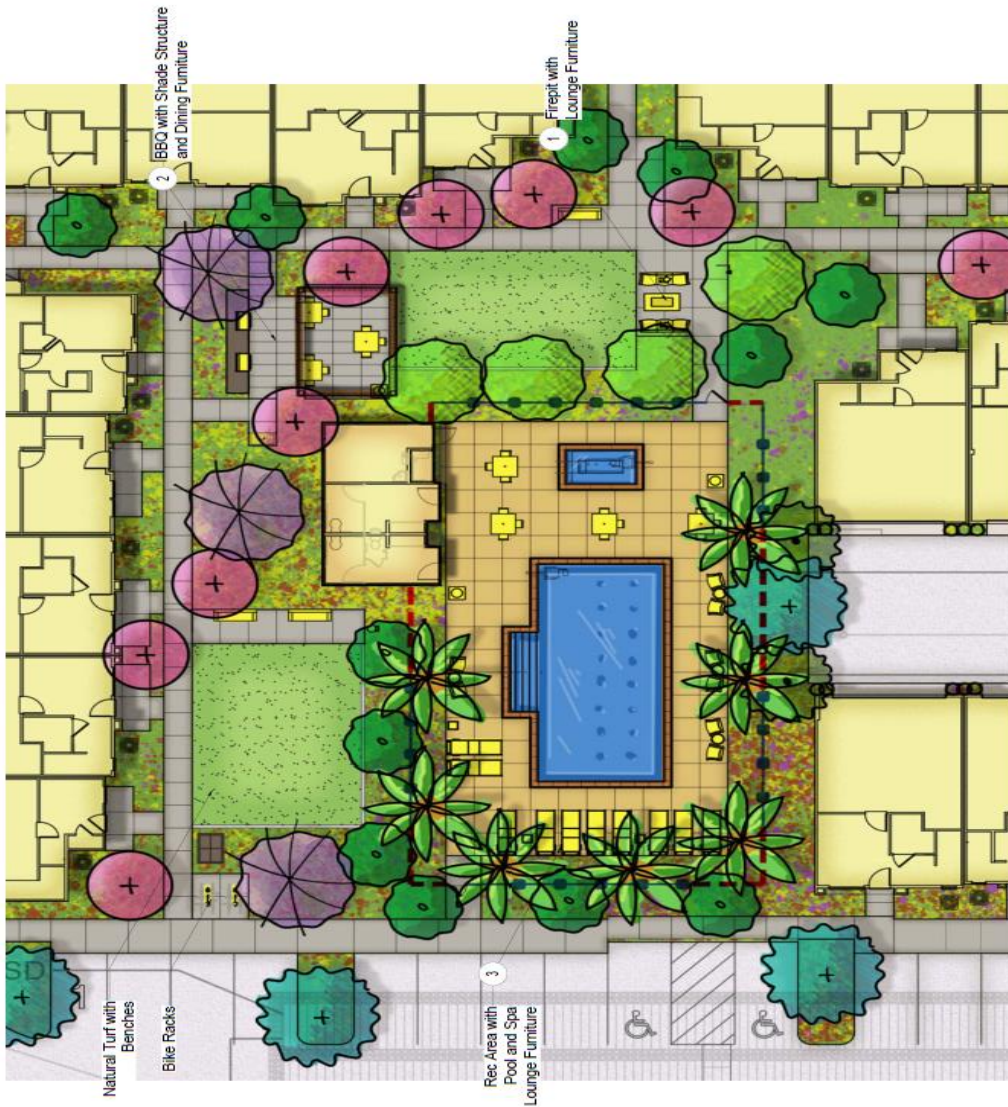
North Arrow

Mella Homes

24200 S. Orange | Project No. 142520  
Date: 06/24/2023

Schematic Landscape Plan

Conceptual images (provided herein) are conceptual and subject to change!



Conceptual images (provided herein are conceptual and subject to change)

## Schematic Enlargement Plan



Melia Homes

2nd City Submittal | Project No. MH-50

Date: Mar 29, 2023

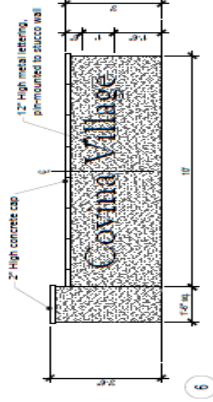
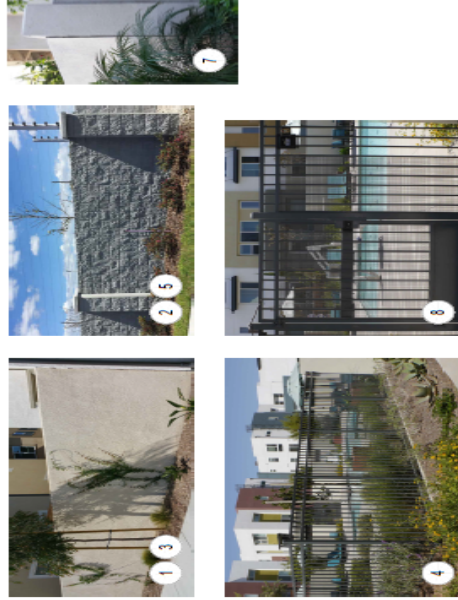
L-2



**WALL, FENCE & GATE LEGEND**

- Existing - 5'-0" High property line wall, protect in place.
- Existing 45'-0" High precision property line wall, protect in place. Stucco only on the interior of the wall.
- 6'-0" High Precision CMU wall (tan block), with 2" high precision CMU cap. Stucco only on the interior of the wall. (tan outside on commercial side)
- 6'-0" High split-face CMU wall, with 2" high precision CMU cap (natural gray color).
- 3'-0" High stucco over CMU wall, with 2" high precision CMU cap (natural gray color).
- 5'-0" High tube steel fence (black paint color).
- 6'-0" High (18" x 18") split-face block plater, with 18" sq. (4" H), CMU cap (natural gray color).
- Existing commercial sign to remain in place.
- 3'-0" High primary entry stucco plater & wall with concrete cap (colors & style to match architecture). With 12" high non-illuminated "Covina Village" lettering affixed to face of the wall, for Residential project monument lettering.
- 45'-0" High (24" x 48") secondary entry stucco plater (colors & style to match primary feature).
- 5'-0" High metal ADA pedestrian gate (black color).

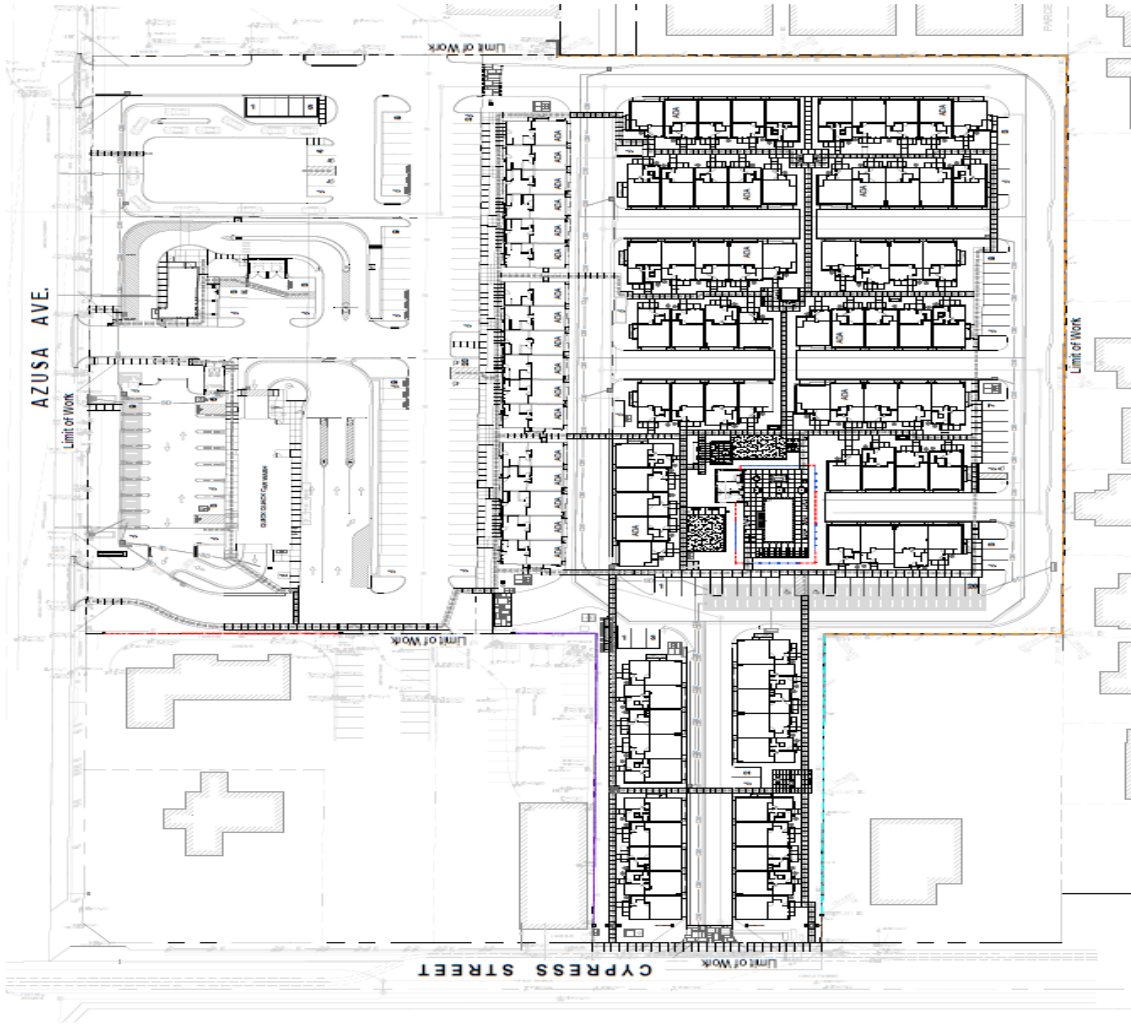
ADA path of travel



Melia Homes

200 Ch. Stadium | Project: LH150 | Date: Mar 24, 2022

L-3



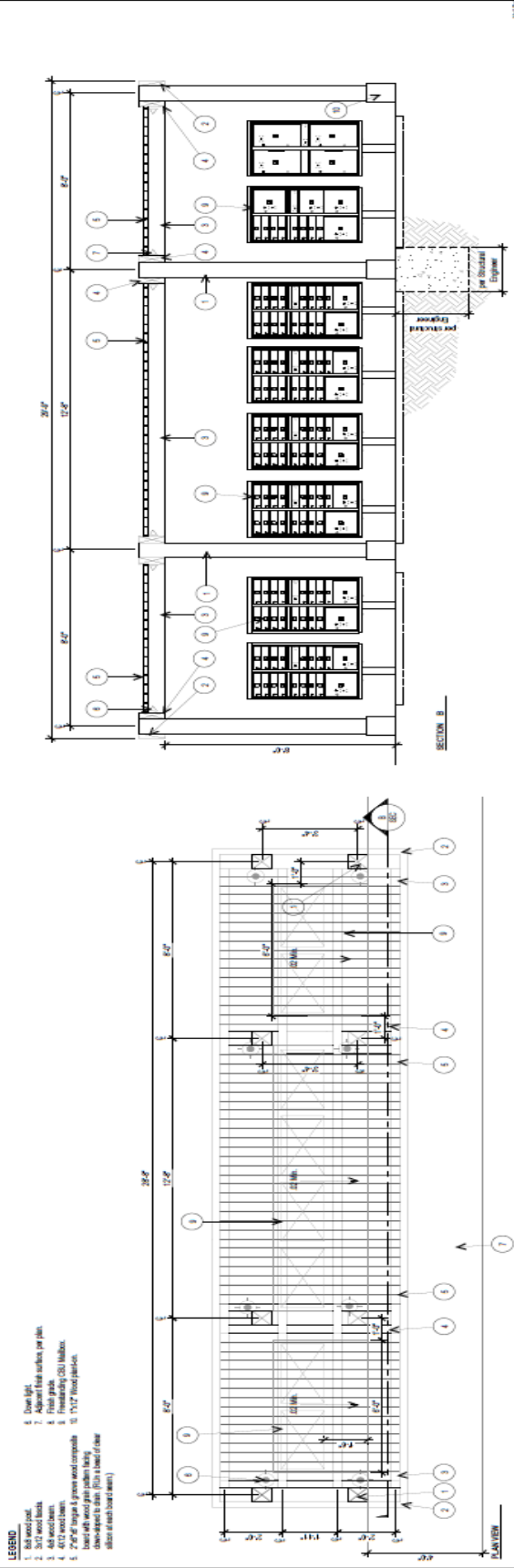
**Schematic Wall & Fence Plan**



**A** ENTRY PORCH HVAC SCREENING EXHIBIT 1

**B** ENTRY PORCH HVAC SCREENING EXHIBIT 2

**KEY MAP**



**C** MAILBOX SHADE STRUCTURE

**Schematic Design Detail & Enlargement**

Melita Homes  
 Project No: MH50  
 Date: June 24, 2023  
**L-4**

**TREE LEGEND (Commercial)**

Symbol	Type/Form	Suggested Scientific Name (Common Name)	Trunk	Size	WUCOLS (RA)	Qty
	Vertical	<i>Syzygium tamaritana</i> (Queen Palm)	Single	10' BT	Mod.	12
	Vertical	<i>Phoenix roebelenii</i> (Palm)	Single	10' BT	Low	4
	Specimen	<i>Olive sp.</i> (Palm)	Single	8' BT	Low	1
	Specimen	<i>Trochodendron araliifolium</i> (Box)	Single	24" Box	Mod.	25
	Specimen	<i>Medicago lupulina</i> (Peanut)	Single	24" Box	Mod.	3
	Specimen	<i>Salix purpurea</i> (Willow)	Single	24" Box	Mod.	18
	Specimen	<i>Leguminosae of Mulberry</i> (Mulberry)	Single	36" Box	Mod.	25
	Specimen	<i>Podocarpus neriifolius</i> (Fern)	Single	15 Gal	Mod.	11
					<b>Total #</b>	<b>99</b>

**TREE LEGEND (Residential)**

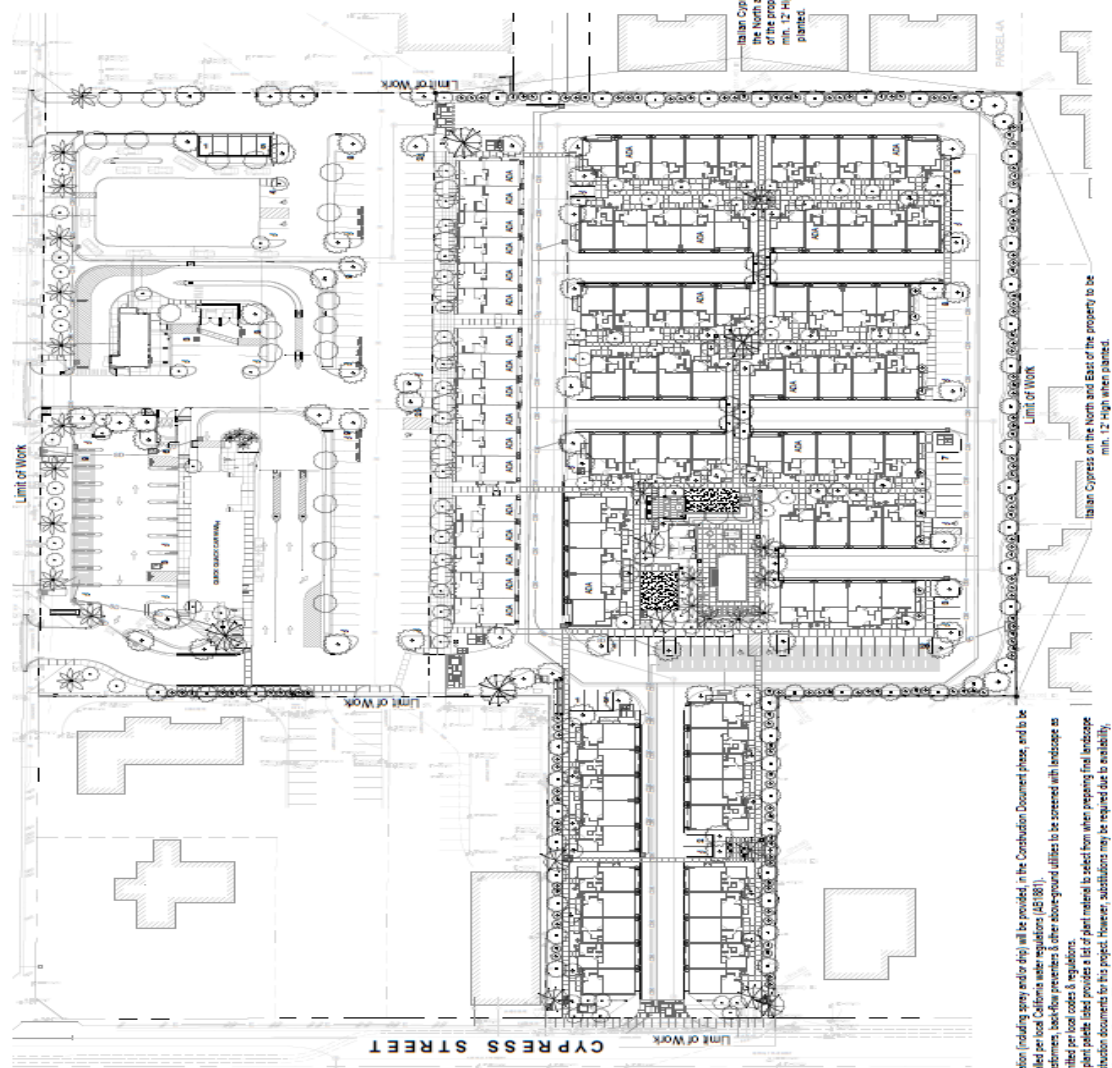
Symbol	Type/Form	Suggested Scientific Name (Common Name)	Trunk	Size	WUCOLS (RA)	Qty
	Vertical	<i>Syzygium tamaritana</i> (Queen Palm)	Single	10' BT	Mod.	7
	Specimen	<i>Olive sp.</i> (Palm)	Single	8' BT	Low	3
	Specimen	<i>Magnolia grandiflora</i> (Southern Magnolia)	Single	36" Box	Mod.	9
	Specimen	<i>Trochodendron araliifolium</i> (Box)	Single	24" Box	Mod.	34
	Specimen	<i>Medicago lupulina</i> (Peanut)	Single	24" Box	Mod.	56
	Specimen	<i>Aspidistra sp.</i> (Shrub)	Single	24" Box	Low	13
	Specimen	<i>Arbutus s. Menziesii</i> (Strawberry Tree)	Single	24" Box	Mod.	22
	Specimen	<i>Leguminosae of Mulberry</i> (Mulberry)	Single	15 Gal	Mod.	35
	Specimen	<i>Cyperus tenuiflorus</i> (Italian Cypress)	Single	36" Box	Low	79
	Specimen	<i>Podocarpus neriifolius</i> (Fern)	Single	15 Gal	Mod.	52
					<b>Total #</b>	<b>350</b>

COMMERCIAL RESIDENTIAL SHRUBS and GROUND COVER		WUCOLS (RA)	
Argemone	Low	Red/Yellow Yucca	Low
Blue Sage	Low	Flippert-Peppert Plant	Low
Alce	Low	Spanish Lavender	Low
Boeghinia	Low	Purple Hebe	Low
Callistemon	Low	Floral Holly	Low
Ceanothus	Low	Rosemary	Low
Chamaecyparis	Low	Wedge	Low
Desmodium	Low	Medicinal Plant	Low
Delonix	Low	Floral Holly	Low
Dianella	Low	Floral Holly	Low
Geckia	Low	Prostrate	Low



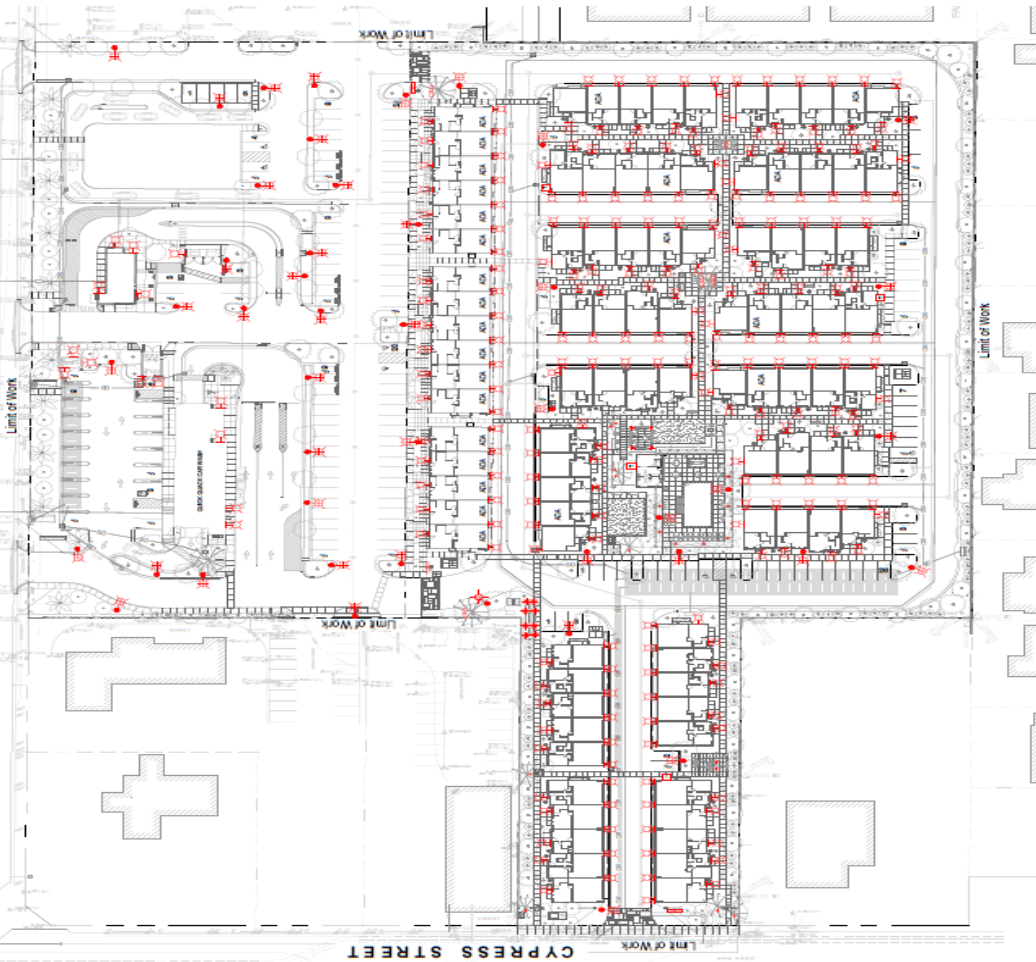
Melia Homes

240 CH Summit | Project No. MH150 | Date: 06/24/2023



**Schematic Planting Plan**

- NOTES:**
1. Landscaping (including any and/or dry) will be provided in the Construction Document phase, and to be installed per local California water regulations (45390).
  2. Trees, shrubs, and groundcover plants to be provided shall be selected from the list of plants provided in the Construction Document phase, and to be installed per local California water regulations (45390).
  3. The plant palette used provides a list of plant material to be selected from when preparing final landscape construction documents for this project. However, substitutions may be required due to availability, size, or conditions.
  4. All trees shall be installed with deep root barriers.
  5. All trees shall be planted in a minimum 12" diameter hole.
  6. All trees shall be planted in a minimum 12" diameter hole.
  7. Specimen Olive trees, Magnolia, and Callistemon are required to be tagged at nursery and by the contractor.
  8. 36" box Commercial required: (1) 48" box, provided (25) 36" box.



**LIGHTING SCHEDULE**

SYMBOL	MANUFACTURER/DESCRIPTION	QTY
	<p>FX Luminaire DL Down light idea for large applications. 5.7" H x 3.0" Dia Order code: DL Aluminum Alloy, BZ1 Bronze Metallic, Mini-J-Bar for 12" Truss Lamp: DL-LED, 10W(12.7VA, 2700K, Beamspread: Spot</p>	12
	<p>FX Luminaire UP Large directional up light idea for large atria/lobby Features: 8.58" H x 2.58" Dia Order code: UP Aluminum Alloy, BZ1 Bronze Metallic, Ground Mount Lamp: UP-LED, 8.2W(9.7VA, 2700K, Beamspread: Narrow Flood</p>	20
	<p>FX Luminaire LC Wide area light idea for wide scale elements. 5.5" H x 4.5" W x 3.0" D. Order code: LC Aluminum Alloy, BZ1 Bronze Metallic, Ground Mount Lamp: LC-LED, 11.2W(13.5VA, 2700K, Beamspread: Very Wide Flood</p>	7
	<p>Area Pole Light LED - Direct Lighting Select, Wood Sun Volute 45(N)E3 Cast Aluminum, Tinted Bronze, RNC1 Radius Lamp: Per Elec. Brg. Per Elec. Brg. Per Elec. Brg. Accessories: ON LBS-1' Bar &amp; 1" Round pole.</p>	45
	<p>EX Transformer - FX Luminaire Stainless Steel 150 W</p>	4
	<p>Engineered Lighting - 90 LED Series Tinted Black, 160</p>	242

NOTE:  
 A. Shield for directional controlling to prevent glare effects.  
 B. Photometric drawing will be finalized at the CD level. Average 1' candle min. and max.

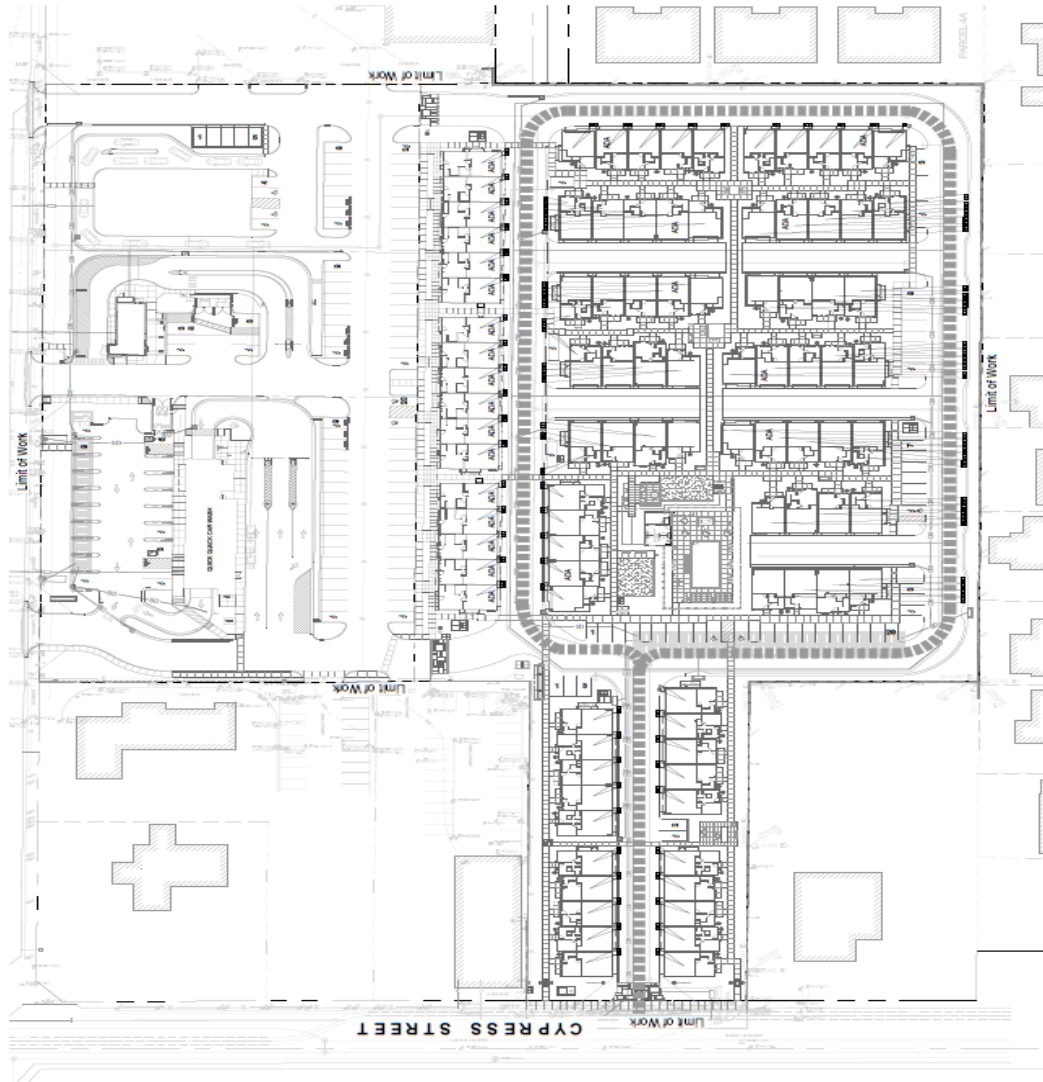


**Schematic Lighting Plan**

Melia Homes

2nd City, Guatemala | Project No. MH-50  
 Date: Mar. 24, 2023

**L-6**



**LEGEND**

- Regular trash bin
- Recycle bin
- ▬ Trash hauler path of travel



Melia Homes

2nd City Submit | Project No. MH150  
Date: Mar. 24, 2023



Schematic Trash Exhibit & Hauler Circulation Plan

# Exhibit 9 - Quick Quack Car Wash Elevations



East Elevation



South Elevation



Quick Quack Carwash  
 Site# 45-279  
 Azusa Ave. & Cypress St.  
 Covina, CA

Color Legend:

- Sherwin Williams #110 "Balsamick Buff"
- Sherwin Williams #112 "CameoBuck"
- Sherwin Williams #034 "Dark Auburn"
- Sherwin Williams #374 "Tangerine"
- Sherwin Williams #704 "Snowbound"
- Capobasso Stone "Quick Block Camel Mountain"

Standard - Design Visualization  
Version 9-20-2022



West Elevation



North Elevation



Quick Quack Carwash  
 Site# 45-279  
 Azusa Ave. & Cypress St.  
 Covina, CA

Color Legend:

- Sherwin Williams #110 "Balsamick Buff"
- Sherwin Williams #112 "CameoBuck"
- Sherwin Williams #034 "Dark Auburn"
- Sherwin Williams #374 "Tangerine"
- Sherwin Williams #704 "Snowbound"
- Capobasso Stone "Quick Block Camel Mountain"

Standard - Design Visualization  
Version 9-20-2022





Rear Elevation (typical)



Side Elevation (typical)

Color Legend:

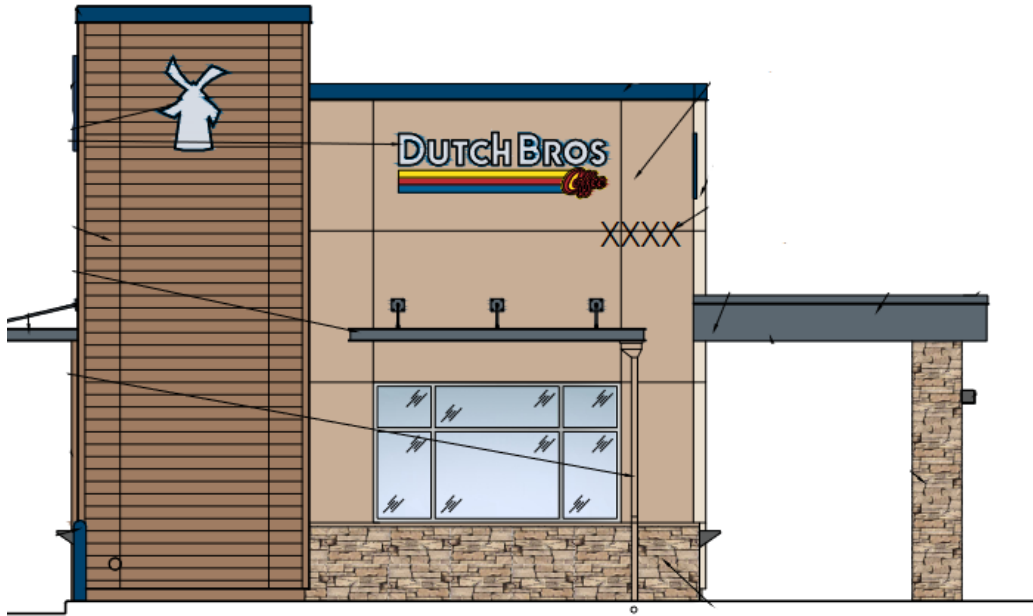
-  Sherwin Williams #110 "Belvedere Buff"
-  Sherwin Williams #122 "Comeback"
-  Sherwin Williams #404 "Dark Auburn"
-  Sherwin Williams #4374 "Touchlight"



**Quick Quack Carwash**  
 Site# 45-279  
 Azusa Ave. & Cypress St.  
 Covina, CA

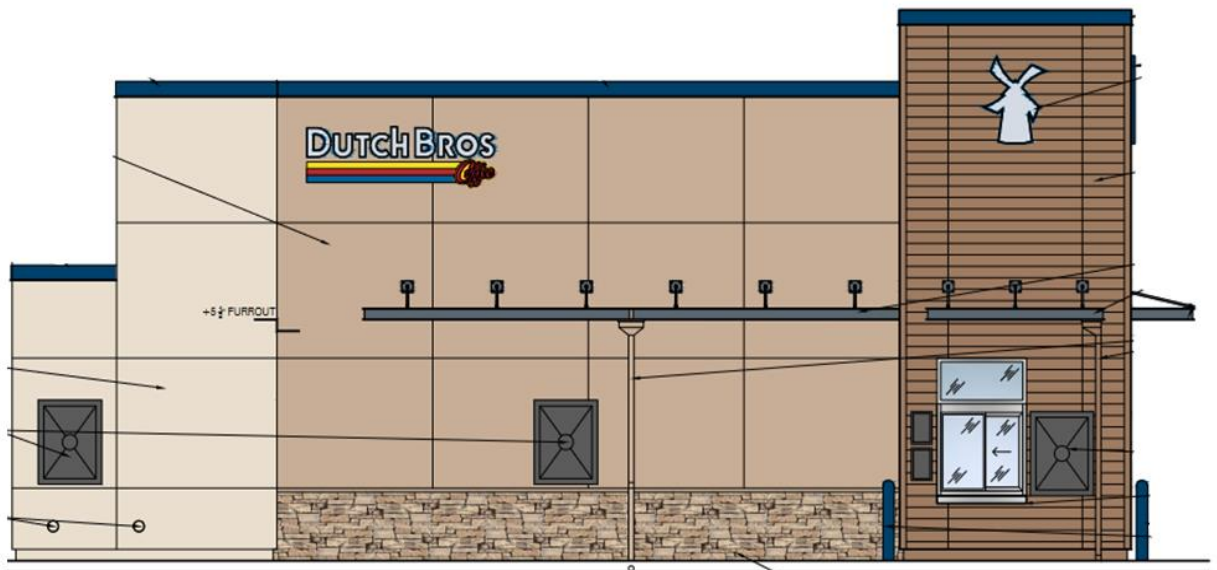
DRAFT

Exhibit - 10 Dutch Bros Elevations



1 FRONT ELEVATION

SCALE: 1/4" = 1'-0"



4 ELEVATION - DRIVE-THRU WINDOW

SCALE: 1/4" = 1'-0"





2 ELEVATION - WALK-UP WINDOW

SCALE: 1/4" = 1'-0"

DRAFT